Part I January, 1961

# AIR CARGO

Jan. 1961

JAN 62



## UNITED JETS DEPART AT THE RATE OF ONE EVERY 15 MINUTES—AND EACH ONE CARRIES FREIGHT

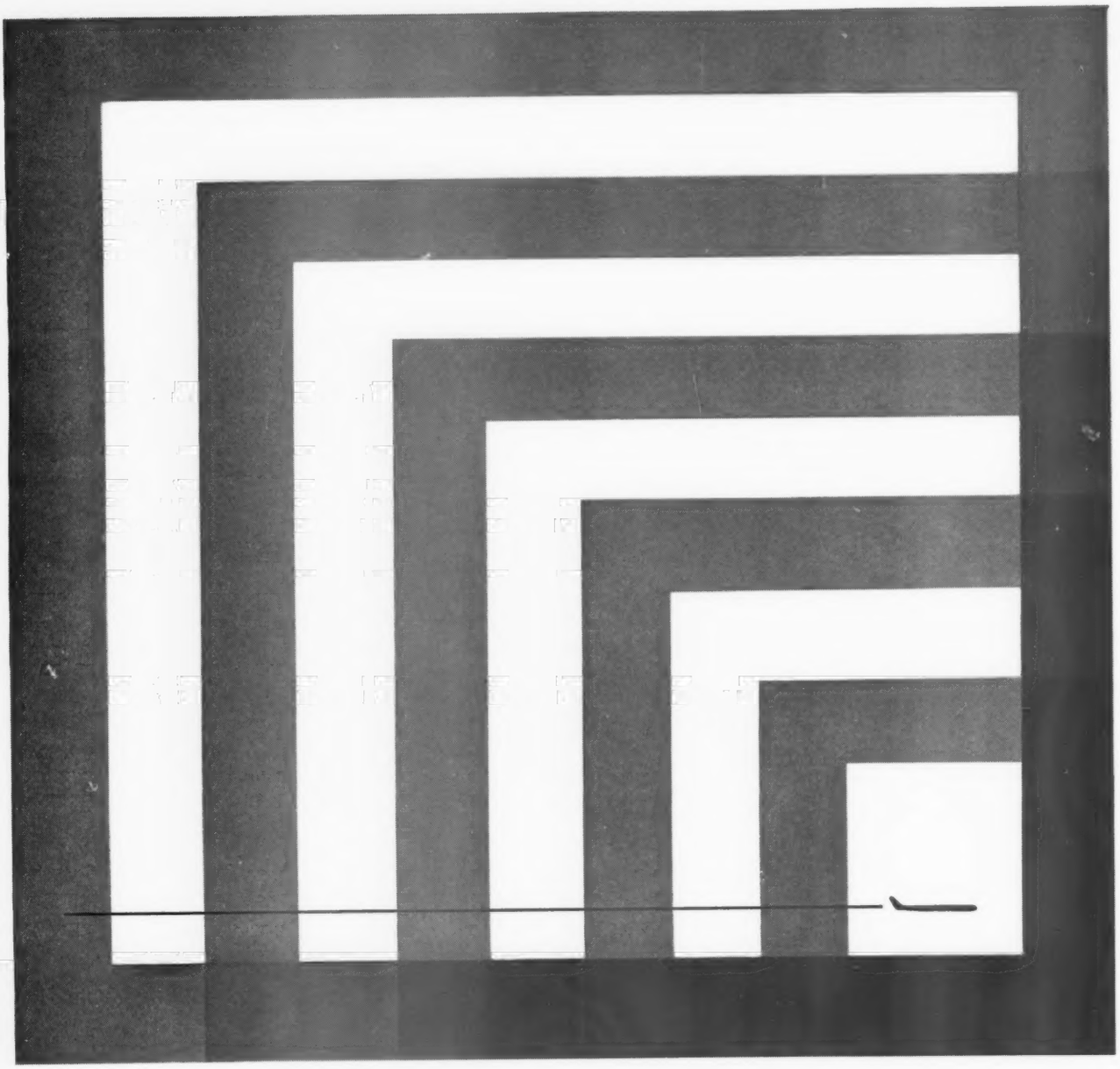
United Air Lines' Jet Mainliner® fleet works around the clock to give you more frequent jet freight service to more U. S. cities than any other airline. Now you needn't depend on overnight flights for next-day delivery. United's jets go across the country in less than 5 hours, so you can have same-day delivery to the major cities coast to coast served by United jets.

In addition, you can also ship on United's fleet of fast Mainliners and Cargoliners. This wide selection of service gives you the schedule frequency and lift capacity to handle your shipping requirements.

And there are other important features to United's air freight service: Improved terminal facilities feature more docks for delivery trucks, new mechanized equipment for handling freight, pre-loaded containers that move freight in and out of jets quickly.

Ship on the airline with the most jet service to the most U. S. cities. Call your United Sales Office.

UNITED AIR LINES



# 5 weekly all cargo flights to Europe from New York

**Plus daily nonstop Jet Cargo Service New York to Frankfurt.**

Latest L1649 Superstar Cargo Constellations.

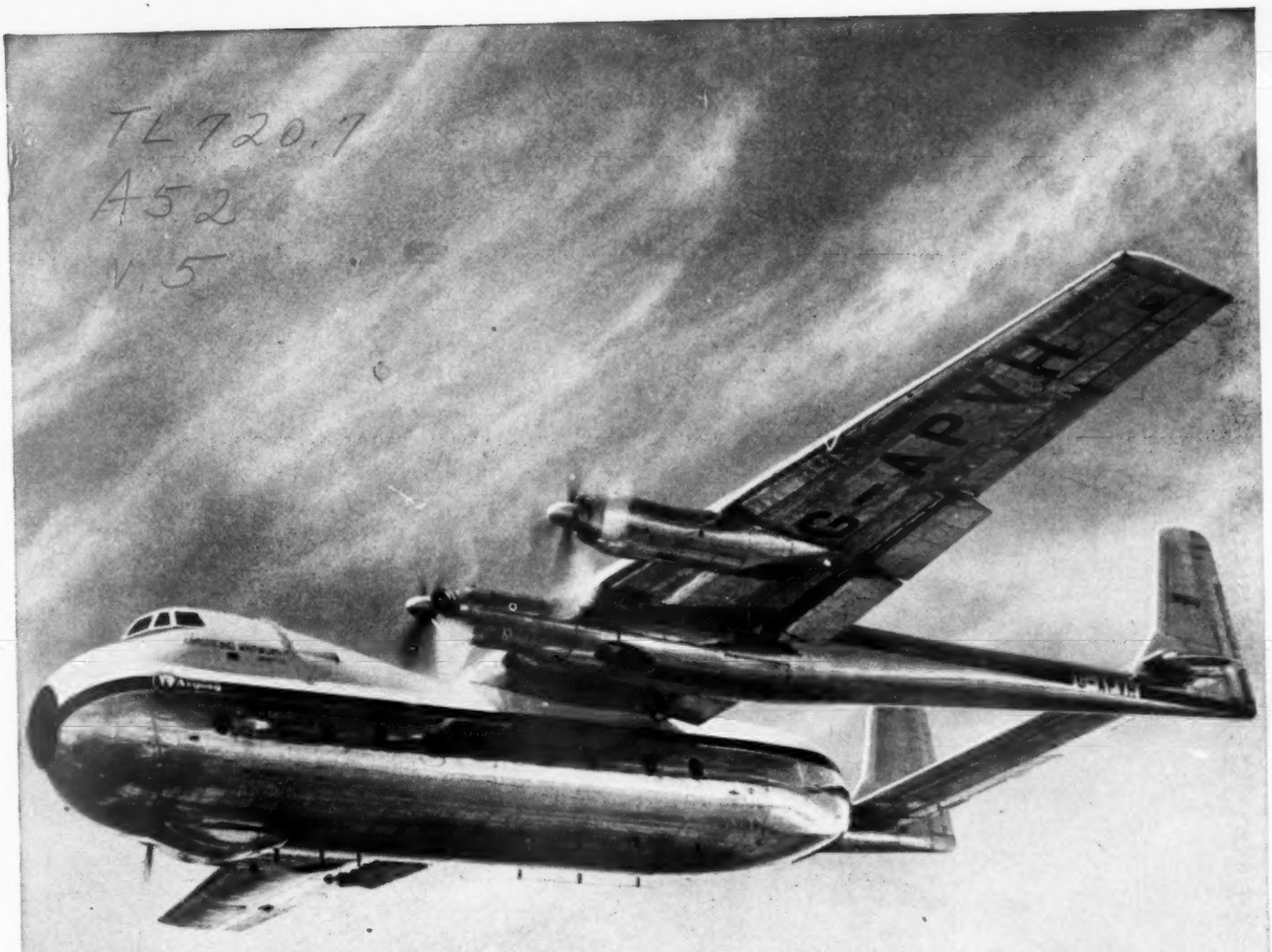
More frequent flights ■ More loading capacity ■ Faster connections to Middle and Far East ■ Lowest possible rates. Unexcelled SUPERCARGO Service.

For complete information and space reservations, consult your Cargo Agent, or nearest office of

**LUFTHANSA**
GERMAN AIRLINES

Air Cargo Division, 410 Park Ave.
New York 22, N. Y., PLaza 9-3300
Offices in Principal Cities of the U. S. and Canada

TL720.7
A52
v.5

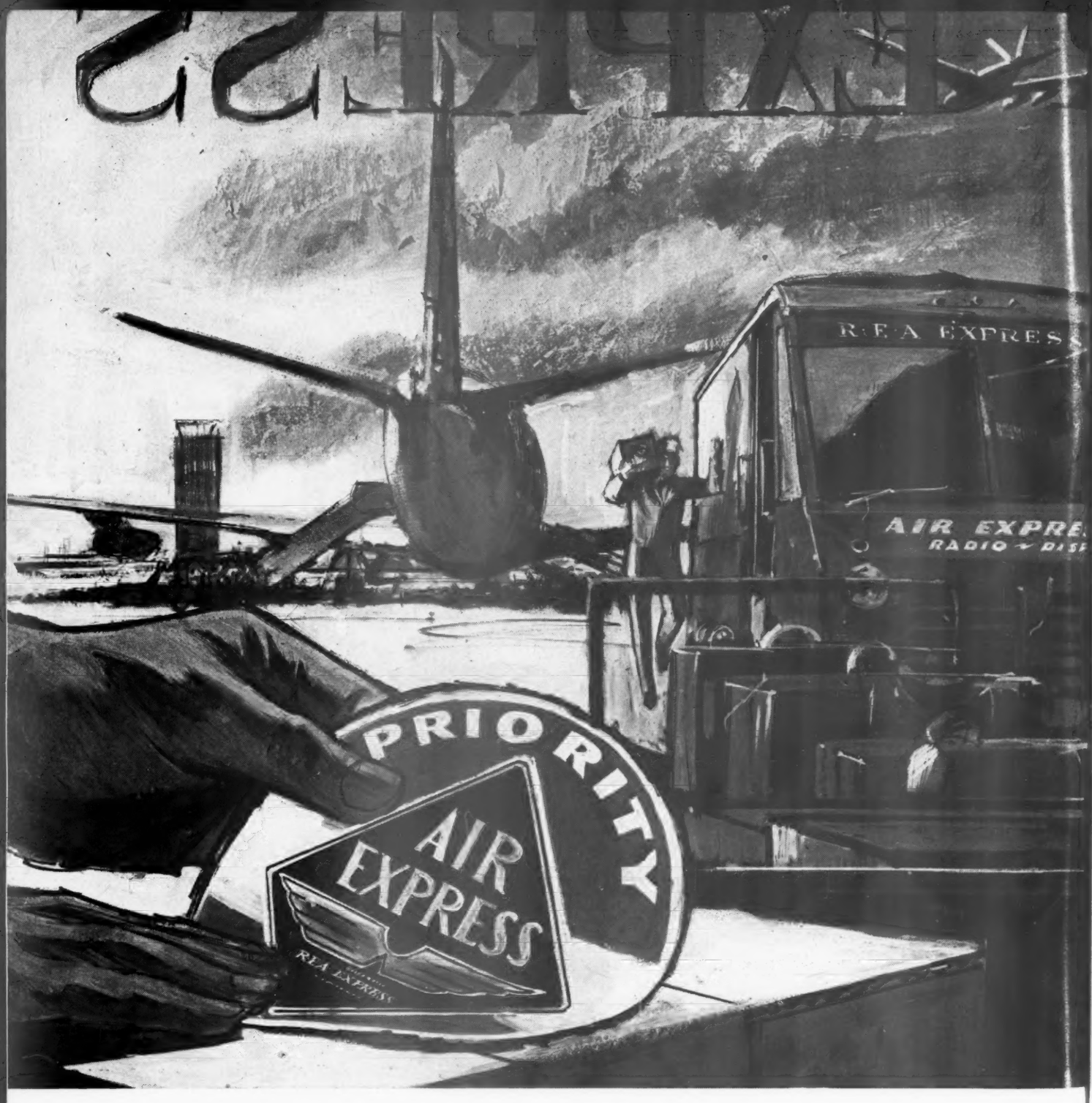



# TODAY'S ECONOMICAL AIR FREIGHTER

# ARGOSY

**HAWKER SIDDELEY AVIATION** 32 Duke Street, St. James's, London, S.W.1.

MAIN LIBRARY




## Air Express gets your shipment first on, first off

*When the AIR EXPRESS label goes on your product, it becomes a top priority shipment . . . handled with kid gloves all the way. It never waits for package accumulation; it goes out immediately and on the first plane. And it goes where the jets go—always first on, first off on all 35 scheduled U.S. airlines. It's sped from pickup point to plane and delivered at its final destination by one of 13,000 AIR EXPRESS trucks, many radio-dispatched. Just one phone call is all it takes to speed your product—large or small—to any one of 20,000 communities in all 50 states . . . by swift, dependable jet-age AIR EXPRESS.*

**AIR EXPRESS**

CALL **AIR EXPRESS** DIVISION OF R·E·A EXPRESS • GETS THERE FIRST VIA U. S. SCHEDULED AIRLINES

# AIR CARGO

an American Aviation Publication


**WALLACE I. LONGSTRETH**
Editor

**Donald J. Frederick**
**Mary L. Miller**
Associate Editors

John Walen .....Production
William H. Martin ..... .. Art Director
Bacil Guiley .....Asst. Art Director

**RALPH R. THEILE**
Director of Sales

Elsie Gray ....Advertising Service Manager
John N. Carlin .....Circulation Director
George F. Peterson
Circulation Service Manager
Richard Gibson .....Marketing Director
Carolyn Dalla Valle ....Production Assistant

Subscriptions: $10.00 per year, United States and Canada; $11.50 per year for other countries. Single copy price, $1.00.

Address editorial, subscription and advertising correspondence to: Air Cargo, 1001 Vermont Ave., N.W., Washington 5, D.C.

**REGIONAL OFFICES:**

**Chicago:** 139 N. Clark St., Chicago 2, Illinois. Phone CEntral 6-5804.
**Dallas:** 202 Wynnewood Professional Bldg., Dallas 24, Tex. Phone WHitehall 3-4266.
**Denver:** Shirley-Savoy Hotel, 17th & Broadway, Denver 2, Colo. Phone CHerry 4-0946.
**Detroit:** 412 Fisher Building, Detroit 2, Michigan. Phone TRinity 5-2555.
**Los Angeles:** 8929 Wilshire Blvd., Beverly Hills, California. Phone OLeander 5-9161.
**Miami:** 208 Almeria Avenue, Coral Gables, Florida. Phone HIghland 4-8326.
**New York:** 20 East 46th Street, New York 17, New York. Phone YUkon 6-3900.
**Washington, D.C.:** 1001 Vermont Ave., N.W., Washington 5, D.C. Phone STerling 3-5400.
**Geneva:** Anthony Vandyk, European Director, 10 Rue Grenus, Geneva, Switzerland. Phone 321044. Cable Address: AMERAV GENEVA.
**London:** Norall & Hart, 28 Bruton Street, London, W.I., England. Phone Grosvenor 8356.
**Paris:** Jean-Marie Riche, 11 Rue Condorcet, Paris (9e), France. Phone TRU 15-39. Cable Address: NEWSAIR PARIS.



The information contained in this publication is compiled with all reasonable care. The publishers do not hold themselves responsible for errors or omissions.



Published monthly by American Aviation Publications, Inc., at 1001 Vermont Avenue, N.W., Washington 5, D.C.

Wayne W. Parrish,
President and Publisher

Leonard Eiserer,
Exec. V.P. and Gen. Mgr.

Fred S. Hunter,
V.P. and Editorial Director

**JANUARY, 1961, VOL. 5, NO. 1**


## Features


WHAT'S TO BE DONE IN '61' 7
*Editorial by Wallace I. Longstreth*

NO BOOM NO BUST 15

THREE EXPERIMENTAL RATES FILED BY TIGERS 18

UAL MECHANIZES AT SAN FRANCISCO 20

FORWARDING COMES INTO ITS OWN 22
*By Donald J. Frederick*


## Departments


TRENDS 9
NEWS 11
CAB 25
PEOPLE 30
CARRIER ROUNDUP 31
NEW PRODUCTS AND PROCESSES 33
TECHNICAL LITERATURE 34
ON THE DOCKET 34


## Guide Section


Following Page 18


*AIR CARGO is published monthly as a magazine and as an official guide of airline cargo schedules, a complete station directory for the United States and Canada, and corrected table of carrier acceptance of live animals and unusual shipments.*

*Every other month, in January, March, May, July, September, and November, AIR CARGO is published in two parts. Part II expands the guide features to include domestic and international air freight rates, documentary requirements for international shipments, and other air shipping information subject to infrequent change. Periodically a Part III is issued containing AIRIMP-CARGO.*


*Printed at The Telegraph Press, Harrisburg, Pa. Second class postage paid at Washington, D.C., and at additional offices.*


*Copyright, 1960, by American Aviation Publications, Inc.*

# TWA now offers 2 new Super Sky Merchant flights to LONDON · FRANKFURT from New York

## 5 flights every week to Europe!

TWA now provides more all-cargo service to Europe than ever! TWA Super Sky Merchant flights leave every week-day for Europe . . . serving Shannon, London, Frankfurt, Paris, Geneva, Zurich, Milan, Rome. And fast, dependable TWA SuperJets offer world-wide Jet freight service. TWA is the only airline serving 70 United States cities and 23 key markets overseas!

**Call your freight forwarder or nearest TWA Air Freight office**

*FASTEST COAST-TO-COAST*

**TWA**

*THE SUPERJET AIRLINE**

**Call your freight forwarder or nearest TWA Air Freight office**

*TWA THE SUPERJET AIRLINE is a service mark owned exclusively by Trans World Airlines, Inc.

EDITORIAL

# What's To Be Done In '61

THIS IS THE time of the year when it is customary to plan to do better. There is much to be planned for in the air cargo industry.

First, we would like to see everyone who wants a profit from handling air freight plan to make the total air freight movement greater. In the years past, there has been too much effort directed toward getting the other fellow's customers rather than finding new ones.

Certainly all the good elements of competition are in order, and the man who does the best job ought to get the most business. But, if the whole plum can be increased, everyone will get a bigger bite.

Other benefits can accrue from finding new customers. New customers can aid schedule stability. With enough customers, a carrier has less requirement to juggle schedules in order to steal another carrier's customer or meet the unreasonable demands of a single shipper.

The second bit of planning we would like to see concerns an industry air freight sales program. At the moment, industry concern with air freight is pretty well limited to the Cargo Forms and Procedures Committee of the Air Traffic Conference.

The Committee is, as its name indicates, concerned with the operational end of air freight. The promotional side—sales—is eschewed.

The merit of an industry sales effort has been recognized by the Traffic Conference for the promotion of air mail and air express, the other two elements of the triumvirate which is air cargo. At one time, there was an air freight sales committee. We would like to see that committee re-established.

Next, the Air Freight Forwarders Association needs a code, with teeth, and more joint effort in promoting air freight development.

While it is true, the regulatory agency requires little more than a tariff on file before granting forwarder authority, there are few forwarders who operate out of their hats.

The forwarders who really are forwarding shipments have officer, terminal, and sales personnel, and the equipment required for each activity. This amounts to a considerable investment. With it must come the maturity of self-policing.

We would also like to see the forwarders, as an association, put both feet into a long range sales program which would match the effectiveness of their legislative liaison effort.

Finally, we would like to see the new Administration fill the top jobs at the Federal Aviation Agency and the Civil Aeronautics Board with capable men. These posts should not be considered simply as political plums.

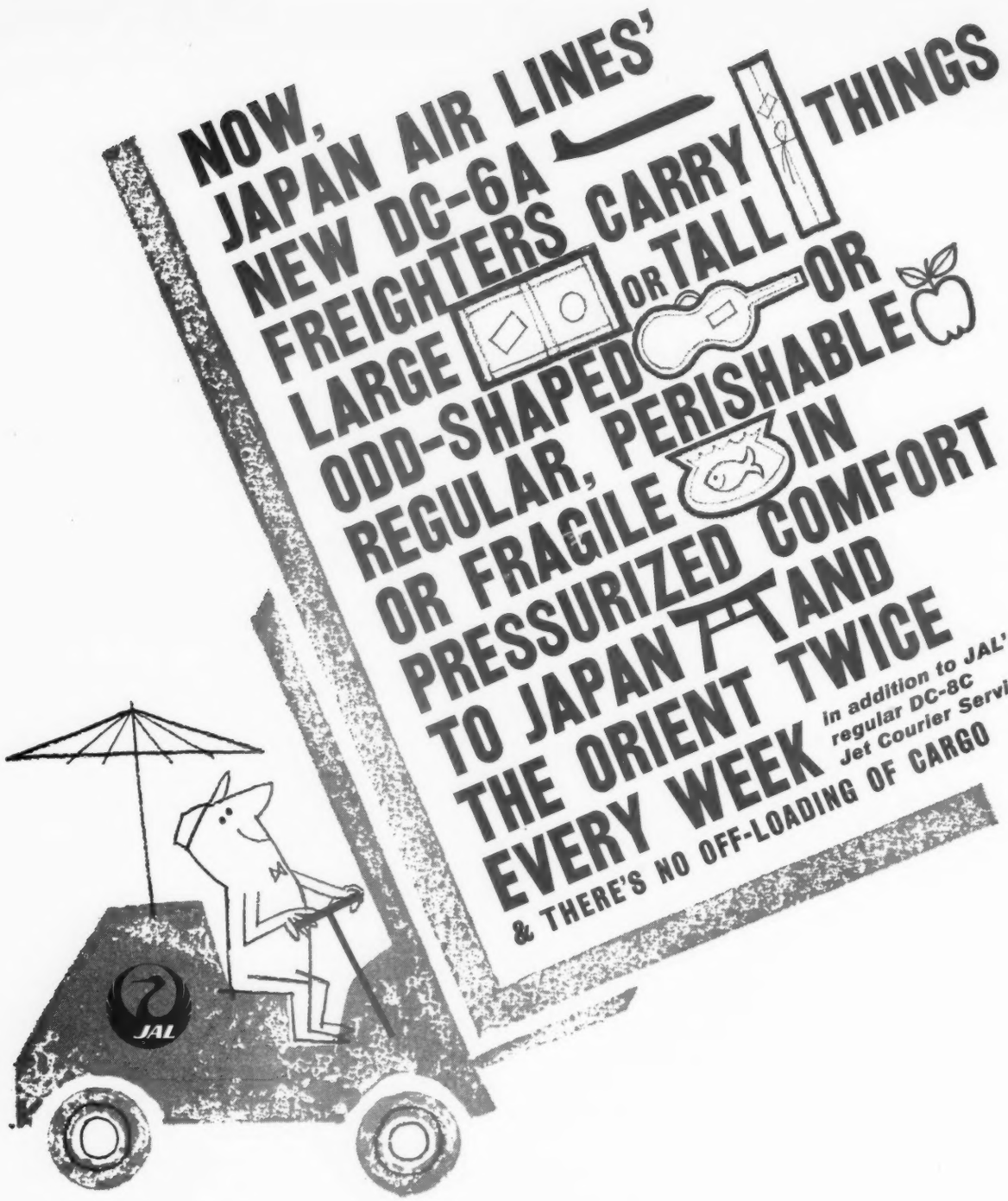
In the next four years, the make up of the air freight industry in this country will change markedly. New aircraft, on order, will be delivered. New terminals, under construction, will be put in operation. New materials handling devices, being tested, will be employed. These changes, to accomplish all that is intended, will need the attention of qualified men in the regulatory posts.

## Changes Are Coming For Air Cargo

WITH THE February issue, the Guide sections of AIR CARGO will undergo some changes, which we believe will materially improve the readability and usefulness. Much of the material is being reset and the paper stock will be tinted an eye-soothing green. This particular color was selected after exhaustive scientific tests proved that black tabular material was easier to read and produced less eye strain when printed on a pale green background.

The editors and staff of AIR CARGO, once again, wish to thank everyone for their help during the last year, and to extend our best wishes for a happy and successful 1961.

**Wallace I. Longstreth**




## JAL ALL-CARGO FLIGHT SCHEDULES

EFFECTIVE THROUGH JANUARY 31

| West bound: Flights 631 & 633 | Eastbound: Flight 630 & 632 |
|---|---|
| LV . . . SFO . . . 1500 Wed., Sat. | LV . . . TYO . . . 2300 Tues., Fri. |
| AR. . . HNL. . . 2225 | AR. . . HNL. . . 1940 |
| LV . . . HNL. . . 0030 | LV . . . HNL. . . 2040 |
| AR. . . TYO . . . 1320 Fri., Mon. | AR. . . SFO . . . 0725 Wed., Sat. |

| MAXIMUM DIMENSIONAL CAPACITIES | | | | |
|---|---|---|---|---|
| inch/width | | inch/length | | inch/height |
| 83 | x | 35 | x | 65 |
| 83 | x | 55 | x | 45 |
| 40 | x | 115 | x | 72 |
| 55 | x | 80 | x | 45 |

LOAD CAPACITY, 15,000 POUNDS / Starting in February, JAL will fly DC-7F Freighters to the Orient.

**JAPAN AIR LINES** COURIER CARGO

**Call your cargo agent, freight forwarder** or nearest JAL office: San Francisco JU 3-3610 • Los Angeles SP 6-1303 • Seattle CH 2-2200 • Honolulu 5-0955 • New York OL 6-8364
**Chicago AN 3-1384** • **Cleveland CH 1-4331** • Dallas RI 8-8057 • Washington, D. C. ME 8-2315 • Boston HU 2-5390 • Detroit WO 2-2890 • Philadelphia LO 8-4642

# TRENDS

**Some reduction in air freight pick up and delivery charges** should result from a new set of rates being considered by cartage contractors. The new rate set up would retain present minimum charges and the charge for 100 pounds, but new volume rates would be created for shipments of 1000, 2000, 3000, 5000, and 10,000 pounds.

The new rate proposal has been approved by the Contractors Advisory Board, senior members of the pick up and delivery clan, to become effective May 1.

In another move to reduce pick up and delivery charges, cartage contractors in five larger cities have agreed to try a new minimum charge arrangement. When a shipper has several shipments moving simultaneously, each subject to a minimum charge, the shipments will be grouped, and the charge for each shipment reduced. In Washington, for example, the $1.50 minimum will apply to a single shipment. If there are two or more shipments from a single shipper, the minimum charge for each shipment will be $1.00.

**Surface trucking costs will go up** in the midwest next month if the Teamsters get the raise they are seeking. Truck owners say that the cost of increased wages will have to be passed on to the customers.

**Ft. Lauderdale, Florida, will be the home of the new plant of the Univis Company,** manufacturers of optical and hearing aid supplies. Univis is going into a full air freight distribution program to serve customers throughout the U.S. Ft. Lauderdale operations will also be linked by air to Univis production in Puerto Rico.

**Airlines are happy with express revenues after the first full year** of operation under the new contract. The express company is happy too. For 1961, the joint committee governing air express activities have approved a budget of nearly $1 million to promote Air Express. This is a sharp contrast to the budget approved by the Air Traffic Conference for the promotion of air freight. For 1961, the Conference voted to spend nothing ($0) on air freight promotion.

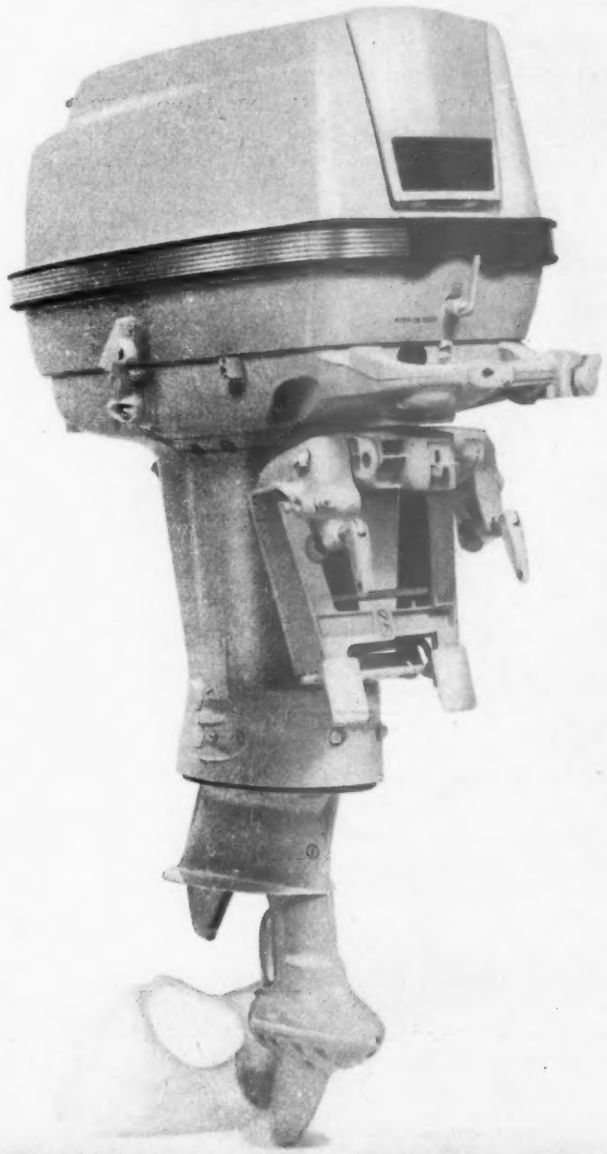
**Relaxation of the 25-mile limit for air freight pick up and delivery** service will be the signal for additional service by the air freight forwarders.

**More airline mergers seem likely** if the decision in the transpacific route case is as broad as rumors say it is.

**Containers for air freight terminals are still the subject of much study** by both airline and cartage men. The point at issue: sufficient rigidity without too much weight or bulk. The ability for a container to collapse is considered relatively unimportant.

SHIP IT FAST!

SHIP IT SAFE!



# SHIP IT AIR FRANCE JET!

Want 10-mile-a-minute speed? Want kid-glove handling, too? Then ship by Air France Jet! From outboard motors to delicate optical goods, there's no faster way . . . no safer way to ship any product non-stop to Paris. Giant cargo compartments on Air France 707 Intercontinental Jets are fully pressurized, heated or cooled, custom-fitted for every load. And every load is handled as carefully as you'd handle it yourself. 20 jet departures every week from New York, Chicago, Los Angeles. More jets to Paris than any other airline! No lower jet cargo rates anywhere. Fast jet connections to major cities throughout Europe, Africa, and the Middle East. No wonder Air France speeds cargo to more cities in more countries than any other airline.

NEWS

# New Name, Terminals Spark REA Advance

Moving to streamline its express business, The Railway Express Agency has adopted a new trade name and is implementing a nationwide plan for more efficient and centralized terminal operations.

The new name—"REA Express"—was chosen after a systemwide contest among the firm's employees. Over 2600 entries were judged before arriving at the final choice.

REA officials feel that "REA Express" will be more descriptive of modern day express business. According to REA president William B. Johnson: "The broadening of the 121-year-old express business into a truly modern super market of small shipments services, coordinating and integrating the best of all available methods and modes of transportation has demanded the more appropriate name."

Chances are that the long-familiar red express diamond symbol will also be replaced. Studies are now under way which could lead to adoption of a new trade-mark symbol early this year.

Meanwhile, REA has unveiled two new links in the terminal expansion program. The are located at Garden City, N.J. and Lakeland, Fla.

The new $500,000 Garden City plant was built to handle shipments to and from Garden City and the 122 communities in Nassau and Queens Counties, N.Y. It consolidates eight Long Island express offices—Far Rockaway, Flushing, Garden City, Glen Cove, Hicksville, Jamaica, Port Washington and Rockville Centre—into one centralized "key point" terminal operation.

Air express shippers in the new area will pay lower transportation costs since the surface-haul charges which formerly applied to off-airline shipments have been eliminated. REA estimates minimum savings per shipment at $2.57, with greater economies possible on heavier shipments.

The one story building is 405 feet wide and occupies a 3½ acre area. A platform 50 feet wide and 307 feet long can accommodate 58 trucks and highway trailers at one time.

Nerve center of the Garden City operation is a conveyor system which extends in a "U" shape from the platform edge and runs almost the full length of the terminal platform area. The 800-foot-long system is a combination of power-operated belt, rollers and gravity sections.

A key cog in the arrangement is a powered floor-level "moving sidewalk" belt conveyor which permits faster unloading. For greater mobility, two sections of retractable belt conveyors are integrated into the system to permit easy access in and out of the center platform area.

Air express shipments are conveyorized. They are processed on the main materials handling artery and proceed to a designated point where they are pulled off and loaded into special airport-bound trucks.

Frequent two-way shuttle trips to and from Garden City and New York's International Airport keep air express shipments moving around the clock.

Not as elaborate, but equally important as a nationwide link, is another new REA terminal recently opened in Lakeland, Fla.

The $50,000 Lakeland facility is expected to handle more than 12,000 individual pieces of rail and air express each month. Air express shipments are handled on a special priority basis through Drane Field, Lakeland.

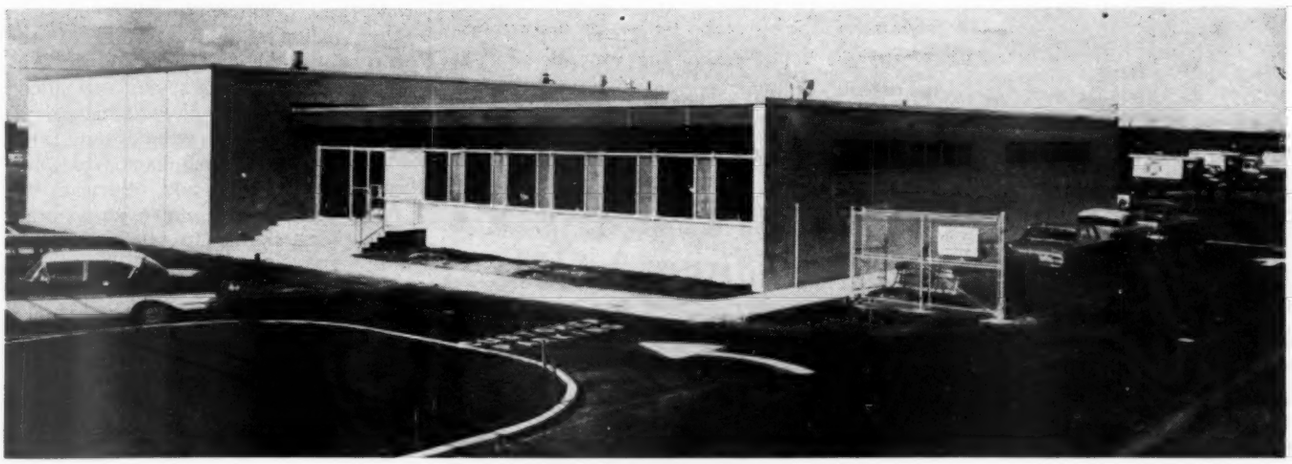
The single level terminal is 94 feet long by 40 feet wide and will accommodate five pickup and delivery vehicles at the same time.

## U.K.-Caribbean Rates Reduced By BOAC

Reduced cargo rates between the United Kingdom and Barbados, Trinidad and Georgetown, W.I. have been introduced by British Overseas Airways Corp. The revised rates fall into two general categories.

In the first group, rates to and from Barbados and Trinidad are 51¢ per pound, to Georgetown 54¢ per pound. The revised rates cover chemicals, drugs, pharmaceuticals, optical and photographic goods and supplies, musical instruments, radios and TV, wearing apparel, pottery and crystal ware, athletic and sporting goods, handbags, wallets and personal effects.

In the second rate group, the tariff



***REA's Garden City Terminal***

**THIS KEY POINT installation at Garden City, N.J. is described by REA as the first major all-motorized express operations terminal in the nation. Located opposite Mitchell Field AFB, the facility serves 122 communities in Nassau and Queens counties, N.J.**

to Trinidad and Barbados reads 54¢ a pound with 100 pound minimum and 57¢ a pound with the 100 pound minimum to Georgetown. Machinery, vehicles and electrical equipment are included in the second category.

## FAA Proposes Tougher Rules For Overseas Cargo Flights

A notice of proposed rule making which would tighten up operating requirements on all cargo aircraft in overseas flights has been filed by The Federal Aviation Agency. The cargo aircraft proposals were just part of an overall plan to perform major surgery on the Civil Air Regulations, Part 41.

The wholesale overhaul of Part 41—operating rules for U.S. carriers on overseas routes—has been in the mill for a number of years. FAA's 156 page Part 41 proposal was aimed at "minimizing the need for interpretation."

As proposed by FAA, the revised Part 41 would eliminate much of the operational leeway which cargo aircraft have enjoyed on international flights. The Agency believes that cargo-carrying airplanes should be required by regulation to meet the same performance and operating limitation standards as passenger-carrying airplanes. FAA regarded such a requirement as "necessary for the protection of the public in the vicinity of airports and also to insure the safety of the airplane and flight crew during enroute flight over high terrain."

In addition, FAA advanced a bin plan for carrying cabin loaded cargo in combination aircraft, and new cargo fire protection provisions.

Loose cargo would be subject to specified FAA requirements.

FAA set a March 1 deadline for comments on the proposed measure. Parties wishing to express their views were advised to send communications in duplicate to the Docket Section of the Federal Aviation, Room B-316, 1711 New York Ave., Washington 25, D.C.

## AEIC Opens New Office In Washington, D.C.

A new Washington, D.C. air freight office has been opened by Air Express International Corp.

Located at Washington National Airport, the office will function as an air freight forwarding and receiving center for both domestic and international shipments. J. Kasof has been named operating head of the new facility.

## Braniff And United Expand Cargo Service

Expanded all cargo service has been announced by Braniff Airways and United Air Lines.

Braniff has begun a new cargo flight between Dallas and New York. The DC-6A air freighter departs Dallas Monday through Friday at 8 a.m. and arrives Newark Airport at 1:50 p.m. The return trip, which also operates Monday through Friday, leaves Newark at 12:30 a.m. and arrives Dallas Love Field at 5:10 a.m.

Braniff cargo officials emphasized that the new flight can handle extremely bulky pieces. Shipments weighing up to 6000 pounds will be accepted without prior notice.

United's expansion reflects the addition of the last of the carrier's converted DC-7A cargoliners. UAL is now operating its full fleet of 13 cargoliners, six DC-7As and seven DC-6As. In addition, the airline has begun DC-7A service at Boston and Hartford.

Revised UAL schedules provide a daily outbound all-cargo lift of 157,500 pounds from the New York area; 95,000 pounds from San Francisco and 65,000 pounds from Los Angeles. Chicago has 217,500 pounds available on eastbound all cargo flights and 157,500 pounds on westbound service.

## Travel Official Notes Rise In Middle East Shipments

Air shipments of personnel and equipment to the Middle East for oil and construction companies showed a 100% increase in 1960 over 1959. This observation was advanced by Joseph M. Khoury, manager of Kuwait Tours Ltd., at a recent KLM Royal Dutch Airlines conference in New York.

According to Khoury, the chief reason for the increase in business is the Japanese find of oil off the shores of Kuwait.

The visiting travel executive is in the U.S. to brief KLM managers on the proper handling of shipments to the Middle East. Kuwait Tours is the general agent for KLM in the principality of Kuwait.

Don't GROUND your
air freight...by poor ground handling!
Flying time for air cargo begins on the ground. That's why your scheduled airline depends on us as its official, daily pickup and delivery service in Los Angeles. For fast, efficient air freight service, make all arrangements through your scheduled airline. They'll call us for ground handling. And for warehousing and general hauling...
Call MAdison 8-8121
1100 East Fifth Street
Los Angeles 13
CALL YOUR SCHEDULED AIRLINE FOR OFFICIAL PICKUP-DELIVERY SERVICE
AIR FREIGHT
DOOR-TO-DOOR
ATLANTIC
FOR OVER HALF A CENTURY
TRANSFER CO.
Interstate and Intrastate Common Carrier
RUSH
RUSH


## PAA Reveals Initial Plans For New Cargo Terminals

In the final planning stages is a new type cargo terminal which will be placed in operation in the U.S. and other major stations throughout the world by Pan American World Airways. Incorporating several advanced concepts, the terminals will have modular construction, electronics data processing, palletization, Pan Am "Jet-Paaks," automation and television.

The terminal will have an external appearance similar to other one-story buildings at airports and modern manufacturing centers. One whole side is designed to receive cargo from trucks.

The interior of the building will be especially designed to accept whole truck loads, ranging from single multi-ton items to loads of small packages destined for points around the world.

The modular construction is said to allow almost unlimited expandibility and fractionalization, so that once a "copy" of the terminal is constructed at

a large airport like New York International it may be reproduced in smaller but similar forms at another airport with more limited cargo potential.

In addition, a large version of the terminal, based on the original model, might be built at a future airport where cargo is handled in larger quantities.

PAA has not finalized plans for the internal design and interior equipment of the new terminal. At presstime, the carrier was in the process of reviewing the bids submitted by various engineering firms.

## Chile Loosens Red Tape On Air Shipments

Air shipments to and from Chile no longer require consular visas. In an effort to ease the air shippers' burden, the Chilean government said the new regulation would apply to air cargo destined to all cities in Chile, with one exception. Arica, which is a free-port, will still require the consular visa.

Officially decreed by the President of Chile, the move is designed to aid Chilean importers as well as U.S. exporters and freight forwarders in speeding air shipments to Chile.

## Better Operating Ability Announced For CL-44

Increased operational performance, Canadair says, will now allow the CL-44 turboprop freighter to operate out of any important airport in the country without payload or range penalty. To prove its point, the Canadian manufacturer pointed out that the aircraft could now fly into such "marginal airfields" as Chicago's Midway, Hartford and Buffalo. The improved performance was achieved by 11% to 12% gains in takeoff and landing ability, over earlier figures.

## Alitalia Expands Idlewild Facilities

As part of a general expansion program, Alitalia Airlines has enlarged its cargo facilities at New York International Airport. The expansion provides separate buildings for import and export shipments. Alitalia's import shipments are now handled in Cargo operations building No. 83, export shipments in building No. 84.

## Riddle Signs Argosy Pact; Boosts Order To Seven

The final contract signed by Riddle Airlines with Hawker Siddeley Aviation calls for seven Argosy turboprop freighters instead of the five previously ordered. Under final terms of the $12 million contract, Riddle also took an option on eight additional Argosies.

The Miami based all-cargo airline received the first Argosy last month. Five more will be delivered in March 1961 and the remaining one in April. Initially, Riddle will use the aircraft to fulfill Air Force Logair contracts.

## ATA Hopes to Step Up Use of Parcel Post

A $43,000 promotional campaign to stimulate the use of air parcel post has been approved by the Air Transport Association. The campaign will be carried on by the Air Traffic Conference of America, a division of ATA.

The drive will include advertisements in nationally-circulated postal publications, posters in Post Offices and on Post Office trucks, and participation with the Post Office in a cooperative information program directed at businessmen.

## ACI Extends Pollard To Baltimore

Pollard Delivery Service, Inc., cartageman for the scheduled airlines in Washington, D.C. has been extended by Air Cargo Inc. to Baltimore. Pollard is serving the Baltimore area with a fleet of eight radio equipped trucks. Dispatching facilities have already been established at Baltimore's Friendship Airport.

## Canadair To Extend Research Program

International airline personnel from seven countries recently gathered in Montreal to discuss progress of a research program which Canadair is conducting on the North Atlantic air cargo market. At the same time, the conferees evaluated cargo proposals from several international research organizations. Main result of the conference was agreement on certain refinements and extensions of the Canadair project.

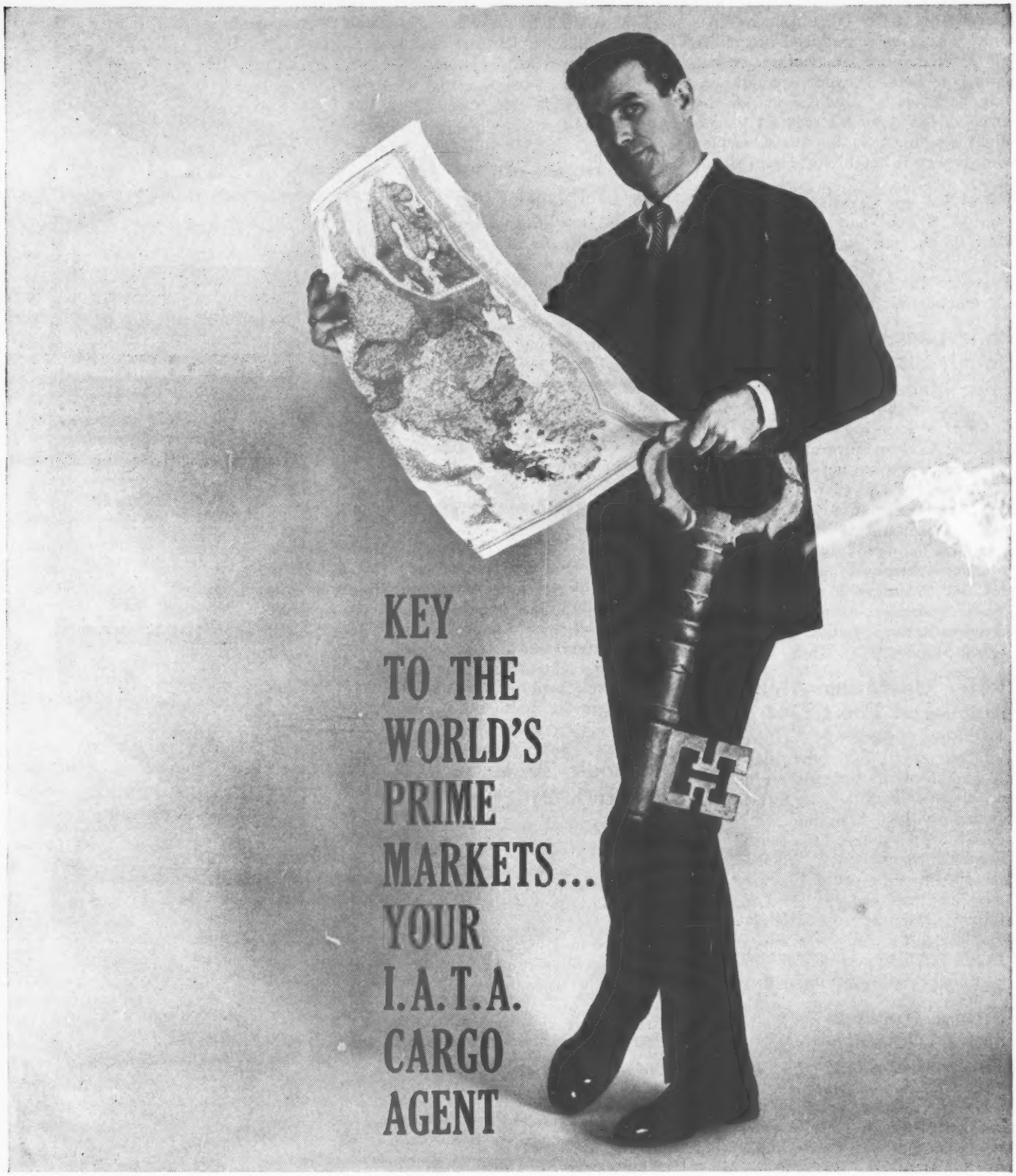
## Six Additional Connies Converted By TWA

Six additional 1649A Super Constellations are being converted to all cargo configuration by Trans World Airlines at a cost of $1.7 million. The planes, which will be converted by Lockheed Aircraft Service, are scheduled to fly TWA's routes in April.

Lockheed has already converted six other 1649As under terms of a previous contract. All six in this initial order are expected to be in service this month.

Modification of the planes requires remanufacture of a major portion of the fuselage and structural reinforcement for the installation of large forward and rear cargo doors.

... and 54 other cities are served by the global Swissair cargo network. Daily jet flights, plus all-cargo flights. Next-day delivery to all of Western Europe. Fast, frequent connections to Mid-East and Orient. Specify Swissair ... everywhere! Swissair, 10 West 49th Street, New York, N.Y. Offices in principal cities.




The richest markets of the world are all within your reach, thanks to your I.A.T.A. cargo agent! He knows how to get your products there fast, at lowest possible cost, and what's more, he takes care of all export red tape – things like licensing, bank documents, letters of credit and many others! How much does he charge? Very little. All of his services are available at low, low cost. See your I.A.T.A. cargo agent.

THE WORLD OVER
KLM
ROYAL DUTCH AIRLINES
THE WORLD'S FIRST AIRLINE

AIR CARGO

JANUARY, 1961 Vol. 5 No. 1

# NO BOOM, NO BUST

***The steady growth of the last ten years was continued in 1960. Results were not spectacular, but good, providing a sound base upon which to grow***

AIR FREIGHT in the Soaring Sixties may not have started out soaring, but it had a lot of people believing it would. No less an expert than Dorothy Kilgallen predicted that the age of tremendous air freight volumes was here.

When compared to the volumes moving by other modes, of course, air freight has a long way to go. It had a long way to go in 1959. It will have a long way to go in 1961 and 1971. But air freight is progressing.

The statistics on 1960's traffic growth will not show that there was a great explosion in air freight traffic. When the year-end results are all in, U.S. scheduled airlines should post a figure of about 660 million ton miles of freight—a gain of about 10% over 1959.

This is a respectable gain, though not nearly as much as many people, even some within the airlines, expected.

Expectations tended high because there was a promise of greatly expanded air freight capacity and a promise of sharply reduced rates. Within the U.S., rate reductions were few and far between. Internationally, it was a different story. Important rate reductions came. The effect will be beneficial to the international airlines' air freight ton mile total. For 1960, the international lines are expected to record gains in the neighborhood of 20%.

Increased freight capacity did come in 1960, but not to the extent envisioned by the more enthusiastic. As jets replaced piston-powered aircraft, some of the older planes were freed for cargo work, but not all of them.

By the end of October, 120 late model piston-engine airplanes were cargo aircraft or were committed for conversion into cargo aircraft. Of the 120, there were 49 Super Constellation Model 1049Hs, the Lockheed cargo version of the Super Constellation. Converted for cargo, or slated for conversion, were 14 more Super Connies, Models C, D, E, G, and 1649.

The Douglas DC-7, 7B, and 7C models were to contribute another 40 planes for cargo work. In some instances, the operators adopted a configuration to permit the plane to be used for either passenger or cargo work. In the convertible configuration, the plane is given the heavy duty flooring and the large cargo doors, while at the same time, retaining certain refinements peculiar to passenger operations. Because these planes are convertible, they were, to a large extent, used for passenger charter work. When they were used to haul cargo, the payload was less than the planes used solely for cargo work—by about 11,000 pounds.

Averaging the capability of these planes, all of which fly about 300 miles an hour, it appears that the 120 planes could produce 1,200,000,000 ton miles of air cargo in 1961—if each plane would produce 10,000,000 ton miles per year—a conservative figure. Flying 2500 hours a year (10 hrs. per day for 250 days) these planes would have to average a little over 26,000 pounds of payload. The cargo Connies

### *Interim cargo aircraft*

| Airline | No. of planes | Type |
|---|---|---|
| Air France | 2 | 1049 series |
| Air India | 2 | 1049 series |
| Alitalia | 2 | DC-7 series |
| American | 15 | DC-7 series |
| BOAC Overseas | 2 | DC-7 series |
| Eastern Air Lines | 5 | 1049 series |
| Flying Tiger | 12 | 1049 H |
| Japan Air Lines | 2 | DC-7 series |
| KLM Royal Dutch | 2 | 1049 H |
| KLM Royal Dutch | 6 | DC-7 series |
| Lufthansa | 1 | 1049 H |
| Lufthansa | 2 | 1649 |
| National Airlines | 4 | 1049 H |
| Pakistan | 2 | 1049 H |
| Pan American | 10 | DC-7 series |
| Panagra | 1 | DC-7 series |
| Qantas | 2 | 1049 H |
| Qantas | 2 | 1049 series |
| Real | 4 | 1049 H |
| Riddle | 5 | DC-7 series |
| Sabena | 2 | DC-7 series |
| Seaboard & Western | 5 | 1049 H |
| Seaboard & Western | 3 | 1049 series |
| Slick Airways | 5 | 1049 H |
| Trans-Canada | 1 | 1049 H |
| Trans World Airlines | 8 | 1049 H |
| Trans World Airlines | 6 | 1649 |
| United Air Lines | 6 | DC-7 series |

1049 series include Lockheed Super Constellations Models 1049 C, D, E and G.
DC-7 series include Douglas DC-7, DC-7B and DC-7C.

(1049H), at 100% load factor can haul about 44,000 pounds, the convertible planes, about 33,000 pounds.

These piston-engine airplanes were, by most definitions, interim aircraft. They were one or two generations removed from honest-to-goodness cargo airplanes.

The first of the cargo airplanes had been ordered. From Armstrong-Whitworth would come the Argosy; from Canadair would come the CL-44D.

The Argosy, a short-range, turboprop freighter was ordered by Riddle Airlines. Riddle was slated to start using the first Argosy late in December on a military cargo route contract—Logair. In all, the north-south, all-cargo airline ordered seven of the planes. The remaining six are to be delivered in 1961. The Argosy can be straight-in loaded from either the front or rear end.

The Canadair CL-44D is also a turboprop which can be straight-in loaded. It is a much larger plane than the Argosy, 66,000 pounds payload as opposed to the Argosy's 30,000. Straight-in loading is accomplished through a tail which swings to the side.

The Flying Tiger Line, Seaboard & Western Airlines, and Slick Airways have ordered the swing-tail 44D. Both Seaboard and the Tigers are to get the first of their 44Ds early in 1961.

The new turboprop freighters are expected to bring substantial rate reductions. The Flying Tiger Line worked all through 1960 on a new tariff. The new tariff is to embody a new philosophy of rate making. Initial Tiger planning called for the new tariff to be filed with the Civil Aeronautics Board in the fall of 1960. It was not.

### *Minimum Rates Worry CAB*

The Board, worried about the possible impact a new tariff would have on the minimum rate orders, began an informal investigation of air freight rates.

In reply to a Board request for carrier opinions as to the worth of the minimum rate orders, the Flying Tigers asked that the orders be relaxed.

American Airlines went farther. American said, junk the minimum rate orders, and do it right away. Don't even bother with an investigation.

Most of the other airlines felt that the Board should move more slowly—even postpone the investigation until some record of new cargo aircraft performance had been developed.

Actual operating performance of true all-cargo planes was certainly a big question unanswered in 1960. What was pretty well decided in 1960 was that no single cargo plane would solve the entire cargo lift problem.

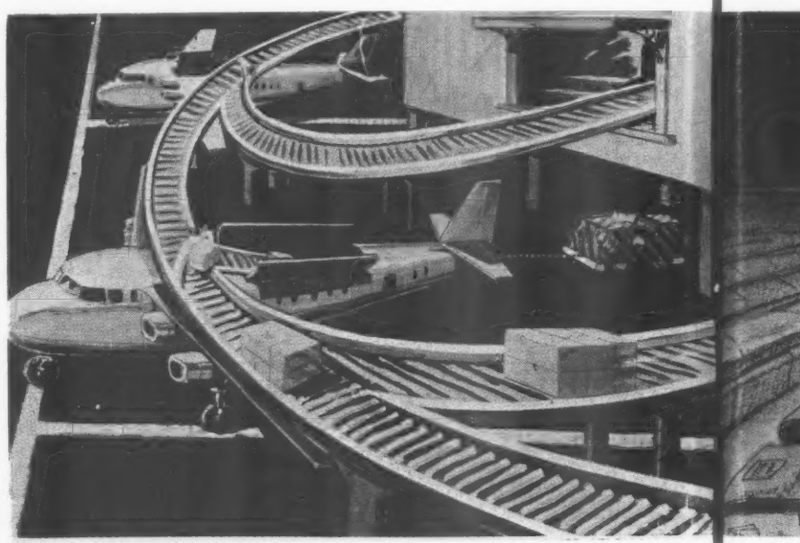
American Airlines' William Littlewood, vice president of equipment research, testified time and again, that American would need two types of cargo planes, a big one and a small one. The big plane should have a payload capacity of 100,000 pounds and should be able to fly coast-to-coast, nonstop. The little plane should have the capability to haul 50,000 pounds and to operate efficiently over routes 600 to 1200 miles long.

Littlewood envisioned these airplanes as turbofans—a jet turbine powerplant with an extra compression stage which leads air around the primary turbines to slow down the exhaust. The turbofan powered plane is slower than the pure turbine but is thought to have the short field capability of the turboprop, the lower altitude efficiency of the turboprop, and the operating economy and reliability of the pure turbine.

American wants these planes to be able to operate from existing airports. The smaller plane would serve the smaller cities on American's system, feeding traffic into the major points where the big plane would take over.

The feeder service idea is acceptable to transportation people, and it has been employed in airline operations.

The Flying Tigers did it using 1049 H Super Constellations and C-46s. But, according to the Tigers, the C-46 was just not enough airplane. The 1049Hs were



AN ARTIST'S concept of a system designed to speed the handling of small package air freight without the weight penalty of containers or pallets.

making money, but the profits were being dissipated by the uneconomic C-46.

Wherever possible, the Tigers have turned to trucks, as have most of the other airlines. By using trucks to fan out from a major hub, air freight's scope is greatly enlarged. So long as the distance from the hub is not more than a night's travel, the speed of air freight is not seriously compromised.

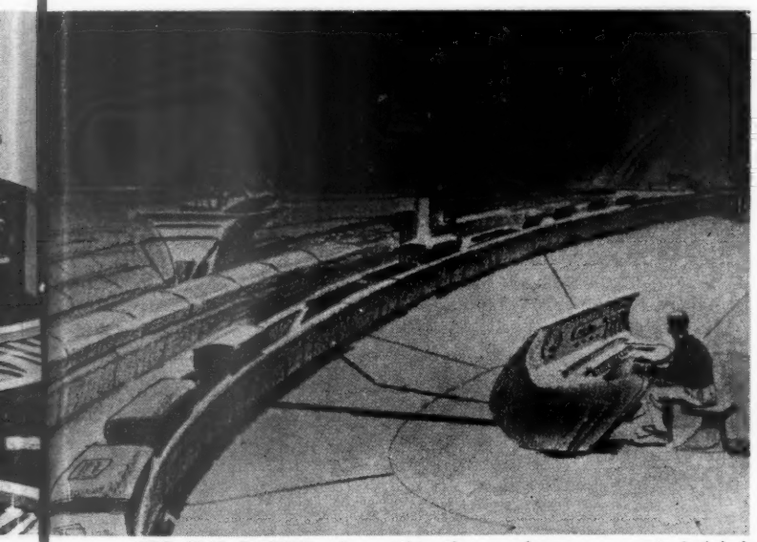
As the airlines moved toward hub and spoke distribution in 1960, so did shippers. For shippers it meant substituting high speed transportation for warehousing —field warehousing.

Major air freight carriers, which include the air freight forwarders, worked hard in 1960 to sell the idea of distributing products from a central point. So much attention was focused on distribution that new definitions had to be found.

Each definition imposed some limitation so that many had to be employed to arrive at the all-inclusive form which deals with the movement of things in the proper relationship to the other elements on business.

Professor Stanley H. Brewer found a solution. With the help of a couple of scholars from the University of Washington's Department of Classics, he acquired the term needed—Rhochrematics. Brewer, professor of Transportation in the University of Washington, says Rhochrematics is a scientific approach to the management of material flows.

The word is a composite—from the Greek "rhoe" meaning to flow as a river; "chrema" meaning products, materials, or things, and the ending "ics" for any of the sciences. It embraces many facets of business not before gathered together. The usual functions of traffic management and distribution or acquisition of things are examined by their relationship to purchasing, warehousing, inventory management, production control and planning, materials handling and packaging, and marketing and plant location.



FOR THE FUTURE, also, within the warehouse or terminal, labels will be created and applied by one man sitting at the console of a photo-labeling machine.

In addition to a new term, the attention focused on distribution brought new ideas on the physical handling of things within the airport terminal and within the new aircraft.

The coming generation of cargo aircraft, the CL-44Ds and the Argosys, have integral materials handling systems. To exploit the full capability of the planes, the planes have to spend their time in the air, not on the ground waiting to be loaded or unloaded.

The Tigers have started a series of sophisticated cargo terminals for servicing the CL-44Ds. The first terminal is to be completed in 1961, at O'Hara Airport in Chicago. It will employ containers which can be preloaded so that whole plane loads may be on or off loaded in minutes. When the system is fully operative and a little experience has been gained, the Tigers anticipate the CL-44 will be in and out of O'Hare in 45 minutes.

The Argosy will also use a preload system which is expected to cut ground time for loading and unloading to no longer than it takes to refuel and perform other services required to put the plane back into the air.

With new planes to fill, and new equipment to speed the filling, carriers made moves in 1960 to strengthen cargo staffs. Samuel C. Dunlap, formerly vice president of cargo for American Airlines, moved to Trans World Airlines to give TWA its first vice president-cargo. At American, Eugene Taylor moved up to vice president-cargo sales and service. At Eastern Air Lines, James Reinke, an assistant vice president, was put in charge of cargo activities.

More than just top brass was involved. All of the airlines appointed new salesmen and more carefully defined responsibilities and activities. One man cargo departments began to disappear, as specialists in operations, sales, and management were brought in to put cargo on a "paying basis."

The growth of air freight within the local service airline group was a bright spot in 1960. By the end of the third quarter, three of the local lines, Allegheny, North Central, and Trans-Texas had made substantial gains and were threatening the position of Frontier as the leader of local service cargo activity.

### *Forwarders Progress, Too*

The progress of the direct air carriers in 1960 was matched by the indirect air carriers, the air freight forwarders. The forwarders were building new terminals, expanding into more and more cities, not only in the U.S., but all over the world, and selling, selling, selling.

Forwarders holding both international and U.S. domestic operating authority spent a great deal of time and money knitting together complete international distribution networks.

A big assist to the international forwarders was a decision of the CAB early in 1960 which allows international forwarders to handle a shipment either as a forwarder or an agent. As a forwarder, a concern makes money by consolidating little shipments, to take advantage of volume rates. With the broad authority granted by the Board, the ability to consolidate was not as important. Little shipments which could not be consolidated with other shipments could be handled under the agency arrangement, and a commission collected. Thus, a forwarder had no need to duck a shipment simply because it was destined for a point which had no other traffic.

Even though a commission may be earned when a forwarder acts as an agent, consolidating is the bread and butter for most of the forwarders. The larger the consolidation the better it is for the forwarder. Late in 1960 saw the first of the planeload consolidations of individully waybilled shipments moving in chartered aircraft.

Air Express International Corp. attracted enough transatlantic traffic to charter a weekly flight starting in October. This did not mean that shipments were held in New York to the detriment of the shipper. These charter flights were supplementing the capacity AEIC was buying every day to move shipments overseas. ■

# Three Experimental Rates Filed By Tigers

TESTING THE Civil Aeronautics Board's minimum rate order, The Flying Tiger Line has filed three experimental rates below the minimum. The rates, which are designed to attract commodities of high density moving eastbound, broach the minimum rate floor set up by CAB.

Tigers came up with the rates after a series of case studies on commodities which were best suited to stimulate eastbound high density traffic. The three commodities which the carrier finally picked were: (1) castings—rough and machined; (2) plastic medical supplies; and (3) office machinery and parts.

Although Tigers noted that in each category a fairly nominal volume is now moving by air on an emergency basis, the carrier feels that any additional volume will only be developed through the lower rates.

In addition, FTL emphasized the high density characteristics of the three categories. "Addition of these commodities in the eastbound mix," FTL pointed out, "will materially increase the average density of the mix. This will increase the total volume of commodities to be carried in the limited space of the aircraft, increasing total revenue."

The all cargo airline indicated that the three categories were just a beginning. "It is believed," FTL said, "that other sources for the same commodities at the proposed experimental rates can be developed. The data presented are for the minimum additional volumes and volumes that can be obtained."

The rates were proposed for a test period of six months. The carrier also asked for a proviso which would enable the Board to review the rates prior to their expiration date so they could, if successful, be continued without a break in service to the shipper. ■

## Yield From Present And Future Rates

*NOTING SOME diversion, FTL analyzed yields from the new rates as follows:*

### CASTINGS

A) Present—509 pounds/day for 20 days—10,180 pounds per month.
Present—5.1 tons/mo x 2451 miles—12,470 T/Ms x $.1305 ..... $ 1,627.34
Dilution—5.1 tons/mo x 2451 miles—12,470 T/Ms x $.0818 ..... 1,020.05
Diversion loss $ 607.29

**New Tonnage and Revenue**

B) Total—3,000 pounds/day x 20 days—60,000 pounds per month.
30 tons/mo x 2445 miles—73,350 T/Ms x $.0818 ..... $ 6,000.03
Diversion loss 607.29
Net gain $ 5,392.74

### PLASTIC MEDICAL SUPPLIES, ETC.

A) Present—500 pounds/mo—not daily.
Present—.25 ton/mo x 2164 average miles—541 T/M x $.1313 ..... $ 71.03
Dilution—.25 ton/mo x 2164 average miles—541 T/M x $.0979 ..... 52.96
Diversion loss $ 18.07

**New Tonnage and Revenue**

B) 3,000 pounds/day x 20 days—60,000 pounds per month.
30 tons/mo x 2164 miles—64,920 T/Ms x $.0979 ..... $ 6,355.67
Diversion loss 18.07
Net gain $ 6,337.60

### OFFICE MACHINERY AND PARTS

A) Present—2733 pounds/day x 20 days—54,668 pounds per month.
Present—27.3 tons/mo x 2277 average miles—62,162 T/Ms x $.1302 ... $ 8,093.49
Proposed—27.3 tons/mo x 2277 average miles—62,162 T/Ms x $.0933 .. 5,706.41
Diversion loss $ 2,307.08

**New Tonnage and Revenue**

B) 6,000 pounds/day x 20 days—120,000 pounds per month.
60 tons/mo x 2277 miles—136,620 T/Ms x $.0933 ..... $12,746.65
Diversion loss 2,307.08
Net gain $10,439.57

### RECAPITULATION

| | Total Tonnage/Month | Total Additional Revenue/Month |
|---|---|---|
| Castings | 60,000 lbs. | $ 5,392.74 |
| Plastic Med. Supplies | 60,000 lbs. | 6,337.60 |
| Office Machines | 120,000 lbs. | 10,439.57 |
| TOTAL | 240,000 lbs. | $22,169.91 |

## Experimental and Present Rates Compared

*HERE IS HOW Flying Tigers proposed rates compare to the present tariff.*

**1. Commodity: Castings—Rough and Machined**

| Origin | Destination | Mileage | President [1] T/M Return | Rate CWT | Proposed [1] T/M Return | Rate CWT |
|---|---|---|---|---|---|---|
| Portland, O. | New York | 2,445 | $ .1305 | $ 15.95 | $ .0818 | $ 10.00 |

**2. Commodity: Plastic Medical Supplies, namely, Tubes I/D L/T 1½" coils, bags other than shipping bags, Syringes, expendable, admin., plastic.**

| | | | | | | |
|---|---|---|---|---|---|---|
| Los Angeles | New York | 2,451 | $ .1302 | $ 15.95 | $ .0979 | $ 12.00 |
| | Boston | 2,596 | .1306 | 16.95 | .0979 | 12.70 |
| | Chicago | 1,745 | .1330 | 11.60 | .0979 | 8.54 |
| | Detroit | 1,983 | .1326 | 13.15 | .0979 | 9.71 |
| | Cleveland | 2,049 | .1303 | 13.35 | .0979 | 10.03 |

**3. Commodity: Office Machinery and Parts**

| | | | | | | |
|---|---|---|---|---|---|---|
| San Francisco | New York | 2,571 | $ .1295 | $ 16.65 | $ .0933 | $ 12.00 |
| | Boston | 2,699 | .1300 | 17.55 | .0933 | 12.59 |
| | Chicago | 1,858 | .1319 | 12.25 | .0933 | 8.67 |
| | Detroit | 2,091 | .1301 | 13.60 | .0933 | 9.76 |
| | Cleveland | 2,166 | .1297 | 14.05 | .0933 | 10.15 |

[1] Airport to Airport.

# AIR CARGO GUIDE SECTION - JANUARY, 1961

OFFICIAL REFERENCE OF THE AIR TRAFFIC CONFERENCE OF AMERICA

## TABLE OF CONTENTS


AIRCRAFT CHARTS—Dimensional limits per shipment .... G-17—G-25
AIRLINES DECODING ..... G-48
AIRWAYBILL PREFIX NUMBERS ..... G-48
ANIMALS (Carrier's Conditions of Acceptance) ..... G-26—G-28
CODES and SYMBOLS ..... G-45
EMBARGOES ..... G-16
FLIGHT SCHEDULES—DOMESTIC and INTERNATIONAL .. G-31—G-45
GREYHOUND (AIR-BUS-AIR) INTERCHANGE ..... G-16
PICK UP and DELIVERY ..... G-2—G-15
MAXIMUM FLOOR BEARING WEIGHT PER PIECE (Pounds per square feet) ..... G-46
MAXIMUM WEIGHT PER PIECE BY AIRCRAFT ..... G-47
TELEPHONE NUMBERS (Air Freight Information) ..... G-2—G-15
UNUSUAL SHIPMENTS (Conditions of Acceptance) ..... G-29—G-30
U. S. A. and CANADIAN CITY DIRECTORY ..... G-2—G-15


## See SEPTEMBER PART II FOR LISTINGS BELOW


AIRCRAFT CHARTS ..... 63
AIR MAIL
- U. S. – DOMESTIC AIR PARCEL POST ..... 2
- First Class Air Mail Rates ..... 87
- U. S. International Air Parcel Post ..... 88

AIR EXPRESS ..... 3
AIR FREIGHT ..... 3
- CONVERSION TABLES – Currency ..... 8
- Pounds to kilograms and kilograms to pounds ..... 7
- Kilogram rate to pound rate ..... 6

CARRIERS TERMS
- Acceptance of Live Animals and Unusual Shipments ..... 24
- Acceptance of Human Remains ..... 25
- Acceptance of Perishables ..... 25
- Acceptance of Unusual Shipments ..... 25

DOCUMENTARY REQUIREMENTS (By Country) ..... 10
INTERNATIONAL STATION DIRECTORY ..... 35
RATES
- Alaskan General Commodity ..... 34
- Minimum Charges (U. S. Domestic Scheduled Carriers) ..... 34
- Specific Commodity – Transatlantic ..... 83
  Transpacific ..... 86
  U. S. A. – Latin America ..... 82
- U. S. A. – Alaska General Commodity ..... 34
- U. S. A. Domestic General Commodity ..... 26
- World Wide General Commodity ..... 72
- Valuation Charges and Insurance (International) ..... 5

RESTRICTED ARTICLES AND LABELS ..... 22

# U.S.A. AND CANADIAN CITY DIRECTORY

The directory lists alphabetically all U.S. and some Canadian cities served by air, their three letter codes and provides Air Cargo information pertaining to each city under the following column headings:

**CITY.** Every city listed has both **AIR FREIGHT** and **AIR EXPRESS** service unless specifically noted
Ⓕ indicating freight service only or
Ⓔ indicating express service only.

**CARRIERS.** The codes of carriers providing service for each city is designated. Each carrier provides express and freight service unless noted by
Ⓕ indicating freight service only or
Ⓔ indicating express service only.

**AIR FREIGHT TELEPHONE NUMBERS.**

**AIRCRAFT AND MAXIMUM SIZE.** The type of aircraft the carriers operate in each city is designated by chart number. The charts (following this section) provide maximum dimensions of shipments which will be accepted **without advance arrangement.**

**MAXIMUM WEIGHT.** Maximum weight per piece carrier will handle in each city **without advance arrangement.** HEAVIER PIECES CAN BE HANDLED WHEN ADVANCE ARRANGEMENTS ARE MADE.

**RAIL EXPRESS and MOTOR FREIGHT.** Availability of transfer facilities to Rail Express and motor freight indicated by
A—available at airport and in city
C—available in city only.

**CUSTOMS FACILITIES.**
A—available at airport only
C—available in city only
AC—available in city and at airport
Three letter city code indicates nearest Customs Port of Entry city.

**AIR-BUS.** Greyhound Bus companies cargo interchange cities indicated by G. (See Page G-16.)

**PICK UP and DELIVERY (Air Freight) RATES.**

| CITY | CODE | CARRIER | AIR EXPRESS TELEPHONE | AIR FREIGHT TELEPHONE | AIRCRAFT | Maximum Weight Per Piece | Rail Express | Motor Freight | Customs Facilities | Air Bus | Pick Up and Delivery | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | Per 100 Lb. | Minimum |
| ABERDEEN, N. C. | SOP | | WIndsor 4-1412 | | See Pinehurst, N. C. | | | | | | | |
| ABERDEEN, S. D. | ABR | NO | 2782 | BAldwin 5-5463 | 3 | 200 | C | A | MSP | | No Service Available | |
| ABERDEEN, WASH. | HOM | WC | AB-98 | GEneral 8-6661 | 3 | 150 | C | A | C | | No Service Available | |
| ABILENE, TEXAS | ABI | CO | ORchard 4-4351 | OR-3-2587 | 9,3 | 200 | A | A | DAL | G | .40 | 1.00 |
| ADA, OKLAHOMA | ADH | CN | FE 2-5045 | FEderal 2-5787 | 3 | 200 | C | C | DAL | | No Service Available | |
| AINSWORTH, NEB. | ANW | FL | | 373 | 3 | 200 | | | DEN | | No Service Available | |
| AKRON, OHIO | CAK | AA | HE 4-9131 | TYler 6-2315 | 9 | 250 | C | A | AC | | .65 | 1.75 |
| | | CA | | TYler 6-2303 | 3,4 | 250 | C | A | A | | .65 | 1.75 |
| | | EA | | TYler 6-2344 | 9,19 | 200 | C | A | AC | | .65 | 1.75 |
| | | FT | | TYler 6-2353 | Served Through Cleveland, Ohio | | | | | | .65 | 1.75 |
| | | UA | | CAnton 9-8141 | 6,5,10 | 400 | C | A | AC | | .65 | 1.75 |
| ALAMAGORDO, N. M. | HMN | CO | HEmlock 7-5420 | HEmlock 7-5710 | 22 | 200 | C | A | ELP | | .50 | 1.10 |
| ALAMOSA, COLO. | ALS | FL | ALamosa - 64 | JU-9-6311 | 3 | 200 | C | A | DEN | | No Service Available | |
| ALBANY, GA. | ABY | EA | HE 6-2406 | HEmlock 2-0525 | 9,19 | 200 | C | A | DHN | | .45 | .95 |
| | | SO | | HEmlock 6-2418 | 3 | 100 | C | A | DHN | | .45 | .95 |
| ALBANY, N. Y. | ALB | AA | HObart 3-4131 | UNion 9-5321 | 9,5 | 500 | C | C | AC | G | .60 | 1.40 |
| | | EA | | UNion 9-5361 | 7,19,52 | 200 | C | C | AC | | .60 | 1.40 |
| | | FT | | ALbany 4-8223 | Served Through Newark, N. J. | | | | | | .60 | 1.40 |
| | | MO | | UNion 9-5339 | 9,3 | 200 | C | C | AC | | .60 | 1.40 |
| | | TW | | UNion 9-5379 | 19 | 400 | C | C | AC | | .60 | 1.40 |
| ALBANY, ORE. | CVO | WC | | PLaza 3-4232 | 3 | 150 | C | A | PDX | | No Service Available | |
| ALBUQUERQUE, N. M. | ABQ | CO | CHapel 3-7131 | CHapel 2-5219 | 3,22 | 200 | A | A | ELP | G | .55 | 1.25 |
| | | FL | | CHapel 7-1473 | 3,9 | 200 | A | A | ELP | | .55 | 1.25 |
| | | TW | | 3-1705 | 8,7 | 250 | A | A | ELP | | .55 | 1.25 |
| ALEXANDRIA, LA. | AEX | DL | 2-7481 | 4471 | 9 | 300 | C | C | BTR | | .75 | 1.50 |
| | | TT | | | | | | | | | .75 | 1.50 |
| ALLENTOWN, PA. | ABE | EA | HEmlock 4-7156 | COngress 4-0557 | 19 | 200 | A | A | PHL | G | .60 | 1.60 |
| | | TW | | COngress 4-0597 | 19 | 400 | A | A | PHL | | .60 | 1.60 |
| | | UA | | COngress 4-0512 | 6,10 | 400 | A | A | PHL | | .60 | 1.60 |
| ALLIANCE, NEB. | AIA | FL | | 353 | 3 | 200 | C | C | DEN | | No Service Available | |
| ALPINE, TEX. | MRF | TT | TE 7-2514 | | | | | | | | No Service Available | |
| ALTOONA, PA. | AOO | AL | WIndsor 4-7191 | HO-5-2044 | 3 | 150 | C | | PIT | G | .55 | 1.75 |
| AMARILLO, TEX. | AMA | BN | DR 6-6388 | DRake 6-9373 | 9,5,52 | 500 | C | C | DAL | G | .80 | 1.35 |
| | | CN | | DRake 3-5830 | 3 | 200 | C | C | DAL | | .80 | 1.35 |
| | | CO | | DRake 3-4326 | 22 | 200 | C | C | DAL | | .80 | 1.35 |
| | | TW | | DRake 2-5517 | 8 | 250 | C | C | DAL | | .80 | 1.35 |
| ANAHEIM, CALIF. Ⓒ | ANA | LX | | | 20 | 200 | C | | LAX | | Los Angeles Area | |
| ANCHORAGE, ALASKA | ANC | AS | | 2-0131 | 3,4 | 1000 | A | A | AC | | 1.00 | 2.00 |
| | | CD Ⓕ | | | 3 | | A | A | AC | | | |
| | | NW | | 41661 | 10,15A,53B | 2000 | A | A | A | | 1.00 | 2.00 |
| | | PN | | 27531 | 16,4,8 | | A | A | AC | | 1.00 | 2.00 |
| ANDERSON, S. C. | AND | EA | CAnal 4-1071 | CA-4-0231 | 19,9 | 200 | C | A | ATL | G | .35 | .75 |
| ANN ARBOR, MICH. | --- | | NOrmandy 2-449 | | See Detroit, Mich. | | | | | | | |
| ANNETTE ISLAND, ALASKA | ANN | PAA | | | 6 | 1500 | | | | | | |
| ANNISTON, ALA. | ANB | SO | ADams7-1756 | ADams 8-1291 | 3 | 100 | | | | | No Service Available | |
| APPLE VALLEY. | APV | BL | | Apple Valley 7-7209 | 54 | 200 | | A | LAX | | No Service Available | |
| APPLETON, WISC. | ATW | NO | | REgent 9-1133 | 3 | 200 | | | | | No Service Available | |
| ARCATA, CALIF. | ACV | PC | | TErrace 9-1521 | 3,19,54 | | | | | | No Service Available | |
| ARDMORE, OKLA. | AFD | CN | 369 | 141 | 3 | 200 | C | C | DAL | | No Service Available | |
| ASHEVILLE, N. C. | AVL | CA | ALpine 3-4707 | 2-2404 | 3 | 150 | A | C | INT | G | .60 | 1.20 |
| | | DL | | AL-2-7601 | 9 | 200 | A | C | INT | | .60 | 1.20 |
| | | FL | | AL-2-5061 | 3 | 100 | A | C | INT | | .60 | 1.20 |
| ASHLAND, KY. | HTW | EA | EAst 4-4750 | 3-9476 | 19 | 200 | | | | | Apply Huntington Rates | |
| | | PI | | | | 200 | | | | | Apply Huntington Rates | |
| ASHLAND, WISC. | ASX | NO | | MUrdock 2-6653 | 3 | 200 | | | | | No Service Available | |
| ASTORIA, ORE. | AST | WC | FAirfax 5-4841 | WAlnut 1-2551 | 3 | 150 | C | A | C | | No Service Available | |
| ATHENS, GA. | AHN | SO | LIberty 6-0351 | LI-81364 | 3 | 100 | C | A | ATL | | .65 | 1.35 |
| ATLANTA, GA. | ATL | CA | POplar 1-7751 | POplar 1-8811 | 3,22.8 | 250 | A | A | C | | .50 | 1.60 |
| | | DL | | POplar 6-5315 | 9,5,10,8,19,1A,53A | 6000 | A | A | C | | .50 | 1.60 |
| | | EA | | 767-7436 | 7,23,53A,10,19,52,9 | 4000 | A | A | C | | .50 | 1.60 |
| | | NW | | POplar 7-9758 | 52 | 200 | A | A | C | | .50 | 1.60 |
| | | RD | | POplar 6-2711 | 1 | 6000 | A | A | C | | .50 | 1.60 |
| | | SO | | POplar 6-5321 | 3 | 200 | A | A | C | | .50 | 1.60 |
| | | TW | | POplar 6-9655 | 7 | 250 | A | A | C | | .50 | 1.60 |
| ATLANTIC CITY, N. J. | ACT | AL | 4-6111 | Pleasantville 2458 | 3,19 | 150 | A | A | PHL | | .80 | 2.10 |
| | | EA | | Pleasantville 2500 | 19 | 200 | A | A | PHL | | .80 | 2.10 |
| AUBURN, ME. | LEW | | | | See Lewiston, Me. | | | | | | | |
| AUGUSTA, GA. | AGS | DL | PArk 2-4628 | 2-8814 | 9 | 300 | C | A | ATL | G | .75 | 1.50 |
| | | EA | | 2-4684 | 19 | 200 | C | A | ATL | | .75 | 1.50 |
| AUGUSTA, ME. | AUG | NE | MAyfair 2-0181 | Mayfair 2-1351 | 3 | 200 | A | C | PWM | | .50 | 1.00 |
| AUSTIN, TEX. | AUS | BN | GReenwood 8-7339 | HO-5-5461 | 5,9 | 200 | A | C | SAT | G | .50 | 1.25 |
| | | CO | | HO-5-6515 | 3,22 | 200 | A | C | SAT | | .50 | 1.25 |
| | | TT | | HO-5-6538 | 3 | 150 | A | C | SAT | | .50 | 1.25 |
| BAIE COMEAU, P. Q. | YBC | QEA | | | 3 | 400 | | | | | | |
| BAKER, ORE. | BKE | WC | JAckson 3-2313 | JAckson 3-5744 | 3 | 150 | C | C | PDX | | No Service Available | |
| BAKERSFIELD, CALIF. | BFL | UA | | EXport 9-2921 | 9 | 300 | A | C | LAX | G | .40 | .95 |
| | | PC | | EXport 9-1771 | 3,19,54 | 200 | A | C | LAX | | .40 | .95 |
| BALTIMORE, MD. | BAL | AA | SAratoga 7-0600 | SAratoga 7-3210 | 9,15,50,5 | 6000 | A | A | C | G | .75 | 1.60 |
| | | AL | | SOuthfield 6-1010 | 3,9,19 | 150 | A | A | C | | .75 | 1.60 |
| | | CA | | SAratoga 7-1063 | 4,22 | 250 | A | A | C | | .75 | 1.60 |
| | | DL | | SOuthfield 6-2100 | 8 | 200 | A | A | C | | .75 | 1.60 |
| | | EA | | SOuthfield 6-2244 | 19,10,52 | 200 | A | A | C | | .75 | 1.60 |
| | | NA | | SOuthfield 1-0603 | 9,6,5 | 200 | A | A | C | | .75 | 1.60 |

(Continued on next page)

| CITY | CODE | CARRIER | AIR EXPRESS TELEPHONE | AIR FREIGHT TELEPHONE | AIRCRAFT | Maximum Weight Per Piece | Rail Express | Motor Freight | Customs Facilities | Air Bus | Pick Up and Delivery Per 100 Lb. | Pick Up and Delivery Minimum |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BALTIMORE, MD. (Concluded) | BAL | PAA | | MU 5-1630 | 50,53 | 600 | A | A | C | | .75 | 1.60 |
| | | TW | | SOuthfield 1-1500 | 50. | 400 | A | A | C | | .75 | 1.60 |
| | | UA | | SOuthfield 1-0705 | 50c,53,5 | 300 | A | A | C | | .75 | 1.60 |
| BANGOR, ME. | BGR | NE | 7391 | 7314 | 3 | 200 | A | A | C | | .50 | 1.00 |
| BAR HARBOR, ME. | BHB | NE | ATlantic 8-5575 | Normandy 7-2573 | 3 | 200 | C | | C | | No Service Available | |
| BARRE, VT. | MPV | | | See Montpelier, Vt. | | | | | | | | |
| BARTLESVILLE, OKLA. | BVO | CO | FR 6-4192 | FEderal 6-7147 | 3 | 200 | C | C | MKC | | .55 | 1.10 |
| | | CN | | 636 | 3 | 200 | C | C | MKC | | .55 | 1.10 |
| BATON ROUGE, LA. | BTR | DL | DI 2-8838 | ELgin 5-4491 | 9 | 300 | C | C | C | G | .55 | 1.25 |
| | | EA | | ELgin 5-2581 | 9 | 200 | C | C | C | | .55 | 1.25 |
| | | SO | | ELgin 7-1488 | 3 | 100 | C | C | C | | .55 | 1.25 |
| BATTLE CREEK, MICH. | BTL | NO | WOodward 3-9027 | WOodward 3-1541 | 3,9 | 200 | A | | | | .50 | 1.00 |
| BAY CITY, MICH. | MBS | | TWinbrook 3-6391 | | See Saginaw, Mich. | | | | | | | |
| BEAUFORT, N. C. | MRH | | | PA-8-4734 | See Morehead City, N. C. | | | | | | | |
| BEATRICE, NEB. | BIE | FL | | CA-3-5312 | 3 | 200 | | | OMA | | No Service Available | |
| BEAUMONT, TEX. | BPT | DL | 2-0275 | TE-5-7541 | 9 | 300 | C | A | C | G | .55 | 1.50 |
| | | EA | | TE-5-4573 | 9 | 200 | C | A | C | | .55 | 1.50 |
| | | TT | | TE-5-1425 | 3 | 150 | C | A | C | | .55 | 1.50 |
| BECKLEY, W. VA. | BKW | PI | | CLifford 2-2314 | 3 | 100 | C | C | CVG | | No Service Available | |
| BEEVILLE, TEX. | NIR | TT | FL 8-4137 | FL-8-4727 | 3 | 150 | C | | | | No Service Available | |
| BELLEFONTE, PA. | PSB | | ELgin 5-2030 | | See Philipsburg, Pa. | | | | | | | |
| BELLINGHAM, WASH. | BLI | WC | | REgent 4-4800 | 3 | 150 | C | C | AC | | No Service Available | |
| BELOIT, WISC. | JVL | NO | 1400 | EMerson 5-3473 | 3 | 200 | C | C | | | No Service Available | |
| BEMIDJI, MINN. | BJI | NO | EMerson 5-8949 | PLaza 1-5009 | 3 | 200 | C | C | | | No Service Available | |
| BEND, ORE. | RDM | WA | | LIncoln 8-2118 | 3 | 150 | C | C | PDX | | No Service Available | |
| BENTON HARBOR, MICH. | BEH | NO | | WA 7-3118 | 3 | 200 | C | C | | | No Service Available | |
| BERLIN, N. H. | BML | NE | 211 | Milan 2011 | 3 | 200 | A | | LWM | | | |
| BERMUDA | BDA | EA | | 5951 | 7,53a | 200 | | | A | | | |
| | | PAA | | 1-1050 | 10,50,53 | 600 | | | A | | | |
| BETHLEHEM, PA. | ABE | | | | See Allentown, Pa. | | | | | | | |
| BETHEL, ALAS. | --- | AS | | | | | | | | | .35 | .50 |
| BIG SPRING, TEX. | BGS | CO | | AMhurst 4-8971 | 3 | 200 | C | C | SAT | G | .40 | 1.00 |
| BILLINGS, MONT. | BIL | FL | | ALpine 2-3466 | 3 | 200 | A | A | GTF | G | .50 | 1.25 |
| | | NW | | ALpine 2-7161 | 4,6,52 | 200 | A | A | GTF | | .50 | 1.25 |
| | | WA | | ALpine 2-5161 | 6 | 200 | A | A | GTF | | .50 | 1.25 |
| BILOXI, MISS. | --- | | IDlewood 6-6447 | | See Gulfport, Miss. | | | | | | | |
| BINGHAMTON, N. Y. | BGM | EA | RAymond 2-7266 | 9-1544 | 19 | 200 | C | C | SYR | G | .45 | .95 |
| | | FT | | Binghampton 9-1591 | 23 | 10000 | C | C | SYR | | .50 | 1.00 |
| | | MO | | 7-1263 | 9,3 | 200 | C | C | SYR | | .50 | 1.00 |
| | | TW | | 9-1576 | 19 | 250 | C | C | SYR | | .50 | 1.00 |
| BIRMINGHAM, ALA. | BHM | CA | FAirfax 4-7521 | WOrth 1-6192 | 3,22,8 | 250 | A | A | C | | .60 | 1.20 |
| | | DL | | LYric 2-9605 | 9,5,7 | 400 | A | A | C | | .60 | 1.20 |
| | | LA | | WOrth 1-4631 | 7,19,9,10,52 | 200 | A | A | C | | .60 | 1.20 |
| | | SO | | WOrth 1-3737 | 3 | 100 | A | A | C | | .60 | 1.20 |
| BISMARK, N. D. | BIS | FL | CA 3-2272 | CApital 3-3272 | 3 | 200 | A | A | MSP | | No Service Available | |
| | | NO | | CApital 3-5640 | 3 | 200 | A | A | MSP | | No Service Available | |
| | | NW | | CApital 3-7400 | 4,52 | 200 | A | A | MSP | | No Service Available | |
| BLOOMINGTON, ILL. | BMI | OZ | 4-3039 | 5-2840 | 3,54 | 200 | | | | | .45 | 1.25 |
| BLOOMINGTON, IND. | BMG | LC | 3-738 | VAlley 5-2611 | 3 | 200 | C | | | | | |
| BLUEFIELD, W. VA. | BLF | PI | DAvenport 7-9217 | DAvenport 7-6141 | 3 | 100 | C | | INT | G | .50 | 1.00 |
| BLYTHE, CALIF. | BLH | BL | | 1-1131 | 54 | 200 | C | C | SAN | | No Service Available | |
| BOGALUSA, LA. | BXA | | | | | | | | | | | |
| BOISE, IDA. | BOI | UA | 4-3556 | Boise 3-2521 | 5,6,10 | 400 | C | A | SPO | G | .40 | 1.00 |
| | | WC | | Boise 2-3661 | 3 | 150 | A | A | GEG | | .40 | 1.00 |
| BORGER, TEX. | BGD | CN | BR 3-6311 | BRoadway 3-2818 | 3 | 200 | C | A | DAL | | No Service Available | |
| BOSTON, MASS. | BOS | AA | LOgan 7-1977 | LIberty 2-5470 | 9,5,15,10,52,50 | 6000 | A | A | AC | G | .75 | 1.50 |
| | | AET | | HUbbard 2-2025 | | 550 | | | | | | |
| | | AL | | LOgan 7-6108 | 9,19 | 150 | A | A | AC | | .70 | 1.40 |
| | | AF | | COpley 7-5350 | 7 | 200 | A | A | AC | | .70 | 1.40 |
| | | AZ | | LIberty 2-9060 | 10,53 | 440 | A | A | AC | | .70 | 1.40 |
| | | BA | | | 11,8 | 1100 | A | A | AC | | .70 | 1.40 |
| | | BOAC | | | | 220 | | | | | | |
| | | EA | | LOgan 7-4466 | 7,10,52 | 200 | A | A | AC | | .75 | 1.50 |
| | | FT | | LOgan 7-6161 | 23 | 10000 | A | A | AC | | .55 | 1.25 |
| | | MO | | E. Boston 7-6600 | 9,3 | 200 | A | A | AC | | .75 | 1.50 |
| | | NA | | LOgan 7-7600 | 5,52 | 200 | A | A | AC | | .75 | 1.50 |
| | | NE | | LOgan 7-8300 | 3,6,22 | 200 | A | A | AC | | .75 | 1.50 |
| | | PAA | | HU 2-1747 | 10,15,50,53 | 600 | A | A | AC | | .70 | 1.40 |
| | | TC | | LIberty 2-6070 | 22 | 300 | A | A | AC | | .70 | 1.40 |
| | | TW | | COpley 7-7225 | 8,19,50 | 400 | A | A | AC | | .75 | 1.50 |
| | | UA | | LOgan 7-4500 | 10,15,53,6 | 6000 | A | A | AC | | .75 | 1.50 |
| BOULDER CITY, NEV. | BLD | | | | See Las Vegas, Nev. | | | | | | | |
| BOWLING GREEN, KY. | BWG | EA | VI 3-6711 | VI-2-1601 | 19 | 200 | A | A | BNA | G | .35 | .90 |
| BOZEMAN, MONT. | BZN | NW | JU 6-9666 | JUniper 6-6026 | 4 | 200 | C | C | GTF | | No Service Available | |
| BRADENTON, FLA. | SRQ | | BR 3-6601 | | See Sarasota, Fla. | | | | | | | |
| BRADFORD, PA. | BFD | AL | 4114 | 2-3551 | 3,19 | 150 | C | | | | .60 | 1.80 |
| BRADY, TEX. | BBD | TT | 7464 | 2110 | 3 | 200 | C | | | | No Service Available | |
| BRAINERD, MINN. | BRD | NO | | 5531 | 3 | 200 | C | C | | | No Service Available | |
| BRANDON, MAN. | YBR | TC | | 5328 | 3 | 200 | C | C | C | | .50 | 1.00 |
| BRECKENRIDGE, TEX. | BKD | | | | | | | | | | | |
| BRIDGEPORT, CONN. | BDR | AL | EDison 4-5131 | DRexel 8-0421 | 9,19 | 150 | A | | C | G | .60 | 1.35 |
| BRISTOL, VA. | TRI | CA | NOrth 9-5721 | SOuth 2510 | 3 | 150 | C | C | INT | G | .50 | 1.10 |
| | | PI | | SOuth 4-2123 | 3 | 100 | C | C | INT | G | .50 | 1.10 |
| | | SO | | SOuth 4-3149 | 3 | 200 | C | C | INT | G | .50 | 1.10 |
| BROOKINGS, S. D. | BKX | NO | | MYrtle 2-2721 | 3 | 200 | A | C | OMA | | No Service Available | |
| BROWNSVILLE, TEX. | BRO | BN | LIncoln 2-3553 | LIncoln 2-7431 | 9 | 200 | A | A | AC | | .35 | .75 |
| | | EA | | LIncoln 6-1694 | 9 | 200 | A | A | AC | | .35 | .75 |
| | | PAA | | 2-5360 | 3 | 500 | A | A | AC | | .35 | .75 |
| BROWNWOOD, TEX. | BWD | TT | MI 3-4358 | 6882 | 3 | 150 | C | | DAL | | No Service Available | |
| BRUNSWICK, GA. | SSI | DL | Amherst 5-2752 | 107 | 9 | 200 | C | C | C | G | .40 | .85 |
| | | EA | | MElrose 8-3861 | 19 | 200 | C | C | C | | .40 | .85 |
| BRYAN, TEX. | CLL | CO | TA 2-2309 | VI-6-4789 | 3 | 200 | C | C | SAT | G | .55 | 1.10 |
| BUFFALO, N. Y. | BUF | AA | PLaza 9333 | PLaza 6007 | 9,5,15,10,52 | 6000 | A | C | AC | G | .50 | 1.65 |
| | | AL | | Spring 4800 | 3 | 150 | A | C | AC | | .50 | 1.65 |
| | | CA | | PLaza 2240 | 3,4,8,22 | 250 | A | C | AC | | .50 | 1.65 |
| | | FT | | PLaza 3071 | Served through CLE/BOM | 10000 | A | C | AC | | .50 | 1.65 |
| | | LC | | NF 3-8282 | 3 | 200 | A | C | AC | | | |
| | | MO | | PLaza 3000 | 9,3 | 200 | A | C | AC | | .50 | 1.65 |
| BURBANK, CALIF. | BUR | | | | See Los Angeles, Calif. | | | | | | | |
| BURLEY, IDA. | BYI | WC | | ORchard 8-7402 | 3 | 150 | A | A | GFT | | No Service Available | |
| BURLINGTON, IOWA. | BRL | OZ | | PLaza 2-4262 | 3,54 | 200 | A | C | PIA | | .50 | 1.50 |
| BURLINGTON, VT. | BTV | EA | UNiversity 4-9875 | 4-6814 | 19 | 200 | A | C | AC | | No Service Available | |
| | | NE | | 4-5745 | 3 | 200 | A | C | AC | | No Service Available | |
| BURNS, ORE. | BNO | WC | | 5101 | 3 | 150 | C | C | PDX | | No Service Available | |
| BUTTE, MONT. | BTM | NW | BU 3231 | 6489 | 4 | 200 | A | A | GTF | G | .55 | 1.35 |
| | | WA | | 6555 | 9,6 | 200 | A | A | GTF | | .55 | 1.35 |
| CALGARY, ALTA. | YYC | TC | | Amherst 9-1381 | 3,7A,13,22,12 | 1500 | C | C | C | | .50 | 1.00 |
| | | CP | | Amherst 2-4970 | 9 | 200 | C | C | C | | .50 | 1.00 |
| | | WA | | CRestview 7-0176 | 6 | 200 | C | C | C | | .50 | 1.00 |
| | | WC | | CRestview 7-0755 | 54 | 150 | C | C | C | | .50 | 1.00 |
| CAMBRIDGE, MD. | ESN | | | | See Easton, Md. | | | | | | | |
| CAMDEN, ARK. | CDN | TT | TEmple 6-3561 | TE-6-5784 | 3 | 150 | C | | | | No Service Available | |
| CAMDEN, N. J. | PAL | | WO 3-0290 | | See Philadelphia, Pa. | | | | | | | |
| CANTON, OHIO | CAK | | GL 5-0281 | | See Akron, Ohio | | | | | | | |
| CAPE GIRARDEAU, MO. | CGI | | | | | | | | | | | |

| CITY | CODE | CARRIER | AIR EXPRESS TELEPHONE | AIR FREIGHT TELEPHONE | AIRCRAFT | Maximum Weight Per Piece | Rail Express | Motor Freight | Customs Facilities | Air Bus | Pick Up and Delivery: Per 100 Lb. | Pick Up and Delivery: Minimum |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CAPE MAY, N. J. | WWD | AL | | | (Seasonal) | | | | | | | |
| CARLSBAD, N. M. | CNM | CO | 5-3838 | TUxedo 5-2992 | 3 | 200 | C | C | ELP | | No Service Available | |
| CASPER, WYO. | CPR | FL | 3-4034 | 23 4-7135 | 3 | 200 | C | C | DEN | | .50 | 1.35 |
| | | WA | | 23 5-2721 | 9,6 | 200 | C | C | DEN | | .55 | 1.35 |
| CASTLEGAR, B. C. | YCG | CP | | | 9 | 200 | C | C | | | | |
| CEDAR CITY, UTAH | CDC | BL | | JUniper 6-9741 | 54 | 200 | C | C | LAX | | No Service Available | |
| CEDAR RAPIDS, IOWA | CID | UA | EMpire 3-2647 | EMpire 4-2481 | 6,5,10 | 400 | C | C | OMA | G | .55 | 1.10 |
| | | OZ | | EMpire 2-1103 | 3,54 | 200 | C | C | OMA | G | .55 | 1.10 |
| CHADRON, NEB. | CDR | FL | | HE-2-2055 | 3 | 200 | C | C | DEN | | No Service Available | |
| CHAMPAIGN, ILL. | CMI | OZ | FL 6-9541 | 6-7271 | 3,54 | 200 | | A | | | .65 | 1.25 |
| CHARLESTON, Ill. | | | DI 5-6261 | | See Mattoon, Ill. | | | | | | | |
| CHARLESTON, S. C. | CHS | DL | SHerwood 7-3637 | 4-2567 | 9 | 300 | A | C | C | G | .75 | 1.50 |
| | | EA | | 4-3311 | 19,9,10 | 200 | A | C | C | | .75 | 1.50 |
| | | NA | | SHerwood 4-4256 | 9,6 | 400 | A | C | C | | .75 | 1.50 |
| CHARLESTON, W. VA. | CRW | AA | DIckens 6-0351 | DIckens 6-6204 | 9 | 500 | A | A | CVG | G | .55 | 1.45 |
| | | CA | | 2-8007 | 3,22,8 | 250 | A | A | CVG | | .55 | 1.45 |
| | | EA | | DIckens 6-0308 | 10,19 | 200 | A | A | CVG | | .55 | 1.45 |
| | | PI | | DIckens 6-0691 | 3 | 100 | A | A | CVG | | .55 | 1.45 |
| | | LC (P) | | DIckens 3-9418 | 3 | 200 | A | A | CVG | | | |
| CHARLOTTE, N. C. | CLT | CA | EXpress 2-1438 | EXpress 9-0773 | 3,22 | 150 | A | A | INT | G | .50 | 1.25 |
| | | DL | | EXpress 9-0487 | 9,8,1-A | 4000 | A | A | INT | | .50 | 1.25 |
| | | EA | | EXpress 9-3331 | 7,19,9,10,52 | 500 | A | A | INT | | .50 | 1.25 |
| | | PI | | EXpress 9-3371 | 3 | 100 | A | A | INT | | .50 | 1.25 |
| | | SO | | EXpress 9-7474 | 3 | 100 | A | A | INT | | .50 | 1.25 |
| CHARLOTTETOWN | YYQ | MAR | | 7361 | 1,3,4 | 500 | A | A | A | | | |
| CHARLOTTESVILLE, VA. | CHO | PI | 2-2439 | 3-5158 | 3 | 100 | C | C | DCA | | .70 | 1.40 |
| CHATTANOOGA, TENN. | CHA | BN | AMherst 6-3214 | MA-2-3701 | 9 | 200 | C | C | C | G | .65 | 1.30 |
| | | CA | | 9-3103 | 22,8 | 250 | C | C | C | | .65 | 1.30 |
| | | DL | | OXford 8-7623 | 9 | 400 | C | C | C | | .65 | 1.30 |
| | | EA | | MA-9-6101 | 19,9,7,52 | 200 | C | C | C | | .65 | 1.30 |
| | | SO | | OXford 8-8519 | 3 | 200 | C | C | C | | .65 | 1.30 |
| CHEBOYGAN, MICH. | PLN | CA | | 1499 | 3,4 | 150 | C | | C | | .35 | .75 |
| CHEYENNE, WYO. | CYS | FL | 8-8914 | 2-0551 | 3 | 200 | A | C | DEN | G | .60 | 1.25 |
| | | UA | | 7-7722 | | 200 | A | C | DEN | | .60 | 1.25 |
| | | WA | | 63 8-8916 | 6 | 200 | A | C | DEN | | .60 | 1.25 |
| CHICAGO, ILL. Midway Airport | MDW | AA | HArrison 7-9700 | LUdlow 1-1144 | 9,5,15,10,52 | 10000 | A | A | AC | G | .70 | 1.75 |
| | | AF | | STate 1-1250 | 7 | 200 | A | A | AC | | .70 | 1.75 |
| | | BN | | POrtsmouth 7-5028 | 1,5,52 | 2000 | A | A | AC | | .70 | 1.75 |
| | | CA | | POrtsmouth 7-2266 | 3,4,22 | 250 | A | A | AC | | .70 | 1.75 |
| | | CMA | | | 5 | | A | A | AC | | | |
| | | CO | | GLadstone 5-6310 | 10,22 | 200 | A | A | A | | .70 | 1.75 |
| | | DL | | POrtsmouth 7-1900 | 9,5,10,1-A | 6000 | A | A | AC | | .70 | 1.75 |
| | | EA | | LUdlow 1-0780 | 10,7,19,52,9,23 | 4000 | A | A | AC | | .70 | 1.75 |
| | | FT | | POrtsmouth 7-8200 | 23 | 10000 | A | A | AC | | .70 | 1.75 |
| | | LC (P) | | POrtsmouth 7-7180 | 3 | 200 | A | A | AC | | .70 | 1.75 |
| | | LH | | ANdover 3-6670 | | | A | A | AC | | .70 | 1.75 |
| | | NO | | LUdlow 5-1020 | 3,9 | 200 | A | A | AC | | .70 | 1.75 |
| | | NW | | RAndolph 6-9562 | 10,4,6,52,15 | 2000 | A | A | AC | | .70 | 1.75 |
| | | OZ | | LUdlow 5-1952 | 3,54 | 200 | A | A | AC | | .70 | 1.75 |
| | | RD | | LUdlow 2-4040 | 1 | 10000 | A | A | AC | | .70 | 1.75 |
| | | TC | | RAndolph 6-3644 | 22 | 500 | A | A | AC | | .70 | 1.75 |
| | | TW | | DEarborn 2-7666 | 8,7,19,23 | 7500 | A | A | AC | | .70 | 1.75 |
| | | UA | | POrtsmouth 7-5100 | 9,5,15,10 | 6000 | A | A | AC | | 1.00 | 2.00 |
| O'HARE FIELD | ORD | AA | GL 5-4340 | GLadstone 5-4636 | 5,9,15,50,50c,52 | 6000 | C | A | C | G | .70 | 1.75 |
| | | BA | | DEarborn 2-7744 | 10 | 1100 | C | A | C | | .70 | 1.75 |
| | | BN | | GLadstone 5-4310 | 50 | 500 | C | A | C | | .70 | 1.75 |
| | | CA | | POrtsmouth 7-2266 | 3,4,22 | 250 | C | A | C | | .70 | 1.75 |
| | | CO | | NAtional 5-5445 | 50 | 500 | C | A | C | | .70 | 1.75 |
| | | DL | | NAtional 5-6602 | 9,53 | 300 | C | A | C | | .70 | 1.75 |
| | | EA | | REliance 5-2211 | 19,52,53a | 200 | C | A | C | | .70 | 1.75 |
| | | NO | | LUdlow 5-1020 | 3 | 200 | C | A | C | | .70 | 1.75 |
| | | NW | | | 53B | 200 | | | | | | |
| | | PAA | | DEarborn 2-4924 | 50,15,53 | 600 | C | A | C | | .70 | 1.75 |
| | | TW | | DEarborn 2-7666 | 8,19,50 | 400 | C | A | C | | .70 | 1.75 |
| | | UA | | POrtsmouth 7-5100 | 9,5,10,6,53,50C | 400 | C | A | C | | 1.00 | 2.00 |
| CHICO, CALIF. | CIC | PC | | FIreside 2-3007 | 3,54 | 200 | C | C | SFO | | No Service Available | |
| CHISHOLM, MINN. | --- | | GL 4-2231 | | See Hibbing, Minn. | | | | | | | |
| CINCINNATI, OHIO | CVG | AA | DIxie 1-8700 | DIxie 1-5600 | 9,5,10,15,52 | 6000 | C | C | C | G | .65 | 1.60 |
| | | DL | | DIxie 1-5884 | 9,1A,5,10,19 | 400 | C | C | C | | .65 | 1.60 |
| | | EA | | DIxie 1-4300 | 9,10 | 200 | C | C | C | G | .65 | 1.60 |
| | | LC (P) | | DIxie 1-4450 | 3 | 200 | C | C | C | G | | |
| | | PI | | GArfield 1-1315 | 3 | 100 | C | C | C | | .65 | 1.60 |
| | | TW | | DIxie 8974 | 8,19 | 400 | C | C | C | | .65 | 1.60 |
| CLARKSBURG, W. VA. | CKB | LC (P) | | | | 200 | C | C | PIT | | | |
| | | CA | MAine 4-5641 | VIctor 2-3531 | 3 | 150 | C | C | PIT | | .70 | 1.40 |
| CLARKSTON, WASH. | LWS | | | | See Lewiston, Idaho | | | | | | No Service Available | |
| CLARKSVILLE, TENN. | CKV | OZ | MI 7-3921 | IDlewood 9-5188 | 3,54 | 200 | | | | | No Service Available | |
| CLEARFIELD, PA. | PSB | | | | See Philipsburg, Pa. | | | | | | | |
| CLEARWATER, FLA. | PIE | | CLearwater 3-1389 | | See St. Petersburg, Fla. | | | | | | | |
| CLEVELAND, OHIO | CLE | AA | ORchard 1-1947-8 | ORchard 1-5421 | 9,5,10,50C | 600 | A | A | AC | G | .85 | 1.95 |
| | | AL | | TOwer 2-0216 | 3,19 | 150 | A | A | AC | | .85 | 1.95 |
| | | CA | | CLearwater 1-0913 | 4,8,22 | 250 | A | A | AC | | .85 | 1.95 |
| | | EA | | CLearwater 1-8870 | 9,7,19,52,10 | 200 | A | A | AC | | .85 | 1.95 |
| | | FT | | WInton 1-5777 | 23 | 10000 | A | A | AC | | .85 | 1.95 |
| | | LC (P) | | CLearwater 2-5050 | 3 | 200 | A | A | AC | | | |
| | | NW | | WInton 1-2442 | 6 | 200 | A | A | AC | | .85 | 1.95 |
| | | RD | | CLearwater 2-4270 | 1 | 6000 | A | A | AC | | .85 | 1.95 |
| | | TC | | SUperior 1-5595 | 22 | 400 | A | A | AC | | .85 | 1.95 |
| | | TW | | WInton 1-9700 | 8,19 | 400 | A | A | AC | | .85 | 1.95 |
| | | UA | | CLearwater 1-5200 | 5,15,6,10,50C | 6000 | A | A | AC | | .85 | 1.95 |
| CLINTON, IOWA | CWI | OZ | CHapel 2-6532 | CHapel 3-2122 | 3,54 | 200 | C | | | | No Service Available | |
| CLINTONVILLE, WISC. | CLI | NO | 2355 | VAlley 3-2210 | 3 | 200 | C | C | | | No Service Available | |
| CLOVIS, N. M. | CVS | CO | POrter 3-7011 | POrter 3-6212 | 22 | 200 | C | C | ELP | | .40 | .85 |
| CODY, WYO. | COD | FL | 1186 | 58 7-4644 | 3 | 200 | | | GTF | | No Service Available | |
| COEUR D'ALENE, IDA. | COE | WC | | MOhawk 4-5313 | 3 | 150 | C | C | GEG | | No Service Available | |
| COLLEGE STATION, TEX. | CLL | | | | See Bryan, Tex. | | | | | | | |
| COLORADO SPRINGS, COLO. | COS | BN | MElrose 5-2508 | MElrose 4-6321 | 9,5 | 200 | A | C | DEN | G | No Service Available | |
| | | CN | | MElrose 5-1586 | 3 | 200 | A | C | DEN | G | No Service Available | |
| | | CO | | MElrose 3-4688 | 3,22,10 | 200 | A | C | DEN | | No Service Available | |
| COLUMBIA, MO. | CBI | OZ | GIbson 3-5457 | GIbson 3-4173 | 3,54 | 200 | | | A | | No Service Available | |
| COLUMBIA, S. C. | CAE | DL | ALpine 2-8682 | 4-3186 | 9 | 400 | C | C | ATL | G | .50 | 1.10 |
| | | EA | | 6-1603 | 19 | 200 | A | C | ATL | | .50 | 1.10 |
| COLUMBUS, GA. | CSG | DL | FAirfax 2-5538 | FAirfax 7-7458 | 9,3 | 400 | C | A | ATL | G | .50 | 1.00 |
| | | EA | | FAirfax 7-2625 | 19,9 | 200 | C | A | ATL | | .50 | 1.00 |
| | | SO | | FAirfax 4-2493 | 3 | 200 | C | A | ATL | | .50 | 1.00 |
| COLUMBUS, MISS. | UBS | SO | FA 8-3241 | FAirfax 8-4900 | 3 | 100 | | | | | No Service Available | |
| COLUMBUS, OHIO | CMH | AA | CApital 4-9211 | BElmont 1-8277 | 9,5 | 600 | A | C | C | G | .70 | 1.75 |
| | | DL | | | 5 | 300 | A | C | C | | | |
| | | EA | | BElmont 1-4529 | 8,9,10,8 | 200 | A | C | C | | .70 | 1.75 |
| | | LC (P) | | BElmont 7-5431 | 3 | 200 | A | C | C | | | |
| | | PI | | BElmont 7-2585 | 3 | 100 | A | C | C | G | .70 | 1.75 |
| | | TW | | CApital 1-7866 | 8,7,19 | 400 | A | C | C | | .70 | 1.75 |
| | | UA | | BElmont 7-3711 | 5,10 | 400 | A | C | C | | .70 | 1.75 |

| CITY | CODE | CARRIER | AIR EXPRESS TELEPHONE | AIR FREIGHT TELEPHONE | AIRCRAFT | Maximum Weight Per Piece | Rail Express | Motor Freight | Customs Facilities | Air Bus | Pick Up and Delivery: Per 100 Lb. | Pick Up and Delivery: Minimum |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CONCORD, N. H. | CON | NE | CApitol 5-5509 | CApital 5-9531 | 3 | 200 | A | A | PWM | | No Service Available | |
| COOS BAY, ORE. | OTH | - | Co 7-6218 | | See North Bend, Ore. | | | | | | No Service Available | |
| CORBIN, KY. | LOZ | - | | | See London, Ky. | | | | | | | |
| CORDOVA, ALASKA | CDV | FN | | 15. | 4,8 | | | | | | 1.00 | 1.00 |
| CORNING, N. Y. | ELM | - | 2-0766. | | See Elmira, N. Y. | | | | | | | |
| CORONA, CALIF. | CNF | LX | | | 20. | 200 | | | | | | |
| CORPUS CHRISTI, TEX. | CRP | BN | TUlip 2-7421. | TU-3-8431 | 9 | 500 | A | A | C | G | .50 | 1.00 |
| | | EA | | TU-4-0331 | 19,9. | 200 | A | A | C | | .50 | 1.00 |
| | | TT | | TU-2-7458 | 3 | 150 | A | A | C | | .50 | 1.00 |
| CORTEZ, COLO. | CEZ | FL | | LOgan 5-3423. | 3 | 200 | C | | DEN | | No Service Available | |
| CORVALIS, ORE. | CVO | - | PL 3-8611 | | See Albany, Ore. | | | | | | | |
| CRANBROOK, B. C. | YXC | CP | | JU-6-4844 | 9 | 200 | C | C | C | | .25 | .60 |
| CRESCENT CITY, CALIF. | CEC | PC | | Ingersoll 4-3221. | 3,19,54 | 200 | C | C | OTH | | No Service Available | |
| CUT BANK, MONT. | CTB | WC | | WE-8-4163 | 3 | 150 | C | C | A | | .35 | .75 |
| DALLAS, TEX. | DAL | AA | RIverside 2-5431 | FLeetwood 7-7391. | 9,5,15,10,52,50 | 10000 | A | A | C | G | .45 | 1.25 |
| | | | | | | (6000 Via DL Interchange) | | | | | | |
| | | BN | | FLeetwood 1-5522. | 52,5,9,1,6,10,50,15. | 10000 | A | A | C | | .55 | 1.40 |
| | | CO | | FLeetwood 2-5601. | 9,3 | 200 | A | A | C | | .55 | 1.40 |
| | | CN | | FLeetwood 2-2609. | 3 | 200 | A | A | C | | .55 | 1.40 |
| | | DL | | FLeetwood 2-2631. | 1a,5,10,8,53,22 | 6000 | A | A | C | | .55 | 1.40 |
| | | TT | | FLeetwood 1-5334. | 3 | 150 | A | A | C | | .55 | 1.40 |
| DANVILLE, ILL. | DNV | LC Ⓒ | 110 | HIckory 6-4727. | 3 | 200 | C | | | | | |
| | | OZ | | 2711. | 3,54. | 200 | | | | | .60 | 1.25 |
| DANVILLE, VA. | DAN | EA | SW 2-1811 | 7640. | 19. | 200 | C | C | RIC | G | .55 | 1.10 |
| | | PI | | SW-2-8571 | 3 | 100 | C | C | RIC | | .55 | 1.10 |
| DAVENPORT, IOWA | MLI | - | 3-5133. | | See Moline, Ill. | | | | | | | |
| DAWSON CITY, Y. T. | YDA | CP | | CPA | 3 | 200 | | C | C | | .25 | .60 |
| DAWSON CREEK, B. C. | YDC | CP | | 55. | 6,9 | | C | C | | | .25 | .60 |
| DAYTON, OHIO | DAY | AA | TWin Oaks 8-6581 | Twin Oaks 8-5511. | 9,5 | 500 | C | A | C | G | .60 | 1.45 |
| | | DL | | TWin Oaks 8-4841. | 10,9. | 300 | C | A | C | | .60 | 1.45 |
| | | LC Ⓒ | | TWin Oaks 8-3631. | 3 | 200 | C | A | C | | | |
| | | TW | | HE-4053 | 8,7,19. | 400 | C | A | C | | .60 | 1.45 |
| | | UA | | TW-8-3692 | 5,10 | 400 | C | A | C | | .60 | 1.45 |
| DAYTONA BEACH, FLA. | DAB | EA | CL 2-4248 | CLinton 3-6541. | 19,9,8,7,10 | 200 | A | A | JAX | G | .70 | 1.50 |
| | | NA | | CLinton 2-0566. | 9,6 | 200 | A | A | JAX | | .70 | 1.50 |
| DECATUR, ALA. | DCU | SO | | ELgin 3-2690. | 3 | 100 | | | | | No Service Available | |
| DECATUR, ILL. | DEC | OZ | 4-251 | 3-7741. | 3,54. | 200 | | | | | .45 | 1.10 |
| DELTA, COLO. | MTJ | - | CO 21-F | | See Montrose, Colo. | | | | | | | |
| DENISON, TEX. | SWI | - | | | See Sherman, Tex. | | | | | | | |
| DENVER, COLO. | DEN | BN | TAbor 5-6219 | EAst 2-7761 | 5,9,52. | 500 | A | A | C | G | .55 | 1.30 |
| | | CN | | DExter 3-4228 | 3 | 200 | A | A | C | | .55 | 1.30 |
| | | CO | | EAst 2-7771 | 3,5,10,22,50. | 200 | A | A | C | | .55 | 1.30 |
| | | FL | | FLorida 5-3515. | 3,9 | 200 | A | A | C | | .55 | 1.30 |
| | | TW | | DUdley 8-1606 | 8,7 | 250 | A | A | C | | .55 | 1.30 |
| | | UA | | DExter 3-7792 | 15,6,10,53,500.5. | 6000 | A | A | C | | .65 | 1.50 |
| | | WA | | EAst 2-1833 | 6 | 200 | A | A | C | | .55 | 1.30 |
| DeRIDDER, LA. | | TT | | | | | | | | | .50 | 1.00 |
| DES MOINES, IOWA. | DSM | BN | ATlantic 2-1864 | CH-3-0711 | 9,5 | 500 | A | A | OMA | G | .45 | 1.00 |
| | | OZ | | ATlantic 8-3654 | 3,54. | 200 | A | A | OMA | | .45 | 1.00 |
| | | UA | | ATlantic 8-6711 | 6,10,5. | 400 | A | A | OMA | | .55 | 1.25 |
| DETROIT, MICH. (Willow Run) | YIP | CA | HUnter 2-0888 | WOodward 3-8900 | 3,4,8,22. | 250 | A | A | AC | | .65 | 1.75 |
| | | EA | | LOgan 3-8400. | 9,7,10,19,52. | 200 | A | A | AC | | .65 | 1.75 |
| | | LC Ⓒ | | HUnter 2-8481 | 3 | 200 | A | A | AC | | | |
| | | MO | | HUnter 3-3410 | 9,3 | 200 | A | A | AC | | .65 | 1.75 |
| | | NO | | HUnter 2-0620 | 3,9 | 200 | A | A | AC | | .65 | 1.75 |
| | | TW | | WOodward 2-7272 | 8,19,7,50 | 400 | A | A | AC | | .65 | 1.75 |
| | | UA | | HUnter 3-3440 | 6,15,10,53,50c. | 6000 | A | A | AC | | .75 | 1.85 |
| DETROIT (Metropolitan-Wayne County) | DTW | AA | | HUnter 2-6890 | 9,5,15,10,52.50 | 6000 | A | A | C | G | .65 | 1.75 |
| | | AL | | WHitney 1-2900. | 3,19. | 150 | A | A | AC | | .65 | 1.75 |
| | | BOAC | | WOodward 3-3435 | | | | | | G | .60 | 1.45 |
| | | DL | | CRestwood 4-1500. | 53,5,9. | 400 | A | A | C | G | .65 | 1.75 |
| | | FT | | LOgan 2-9520. | 23. | 10000 | C | A | AC | | .65 | 1.75 |
| | | NW | | LOgan 2-7110. | 6,10,52,15. | 2000 | A | A | AC | | .65 | 1.75 |
| | | PAA | | WOodward 3-0800 | 50,15,53. | 600 | A | A | AC | | .60 | 1.55 |
| | | RD | | CRestwood 8-1300. | 1 | 6000 | C | A | AC | | .65 | 1.75 |
| DEVILS LAKE, N. D. | DVL | NO | | MOhawk 2-2721 | 3 | 200 | C | C | | | No Service Available | |
| DICKINSON, N. D. | DIK | FL | | 22 4-5372 | 3 | 200 | A | C | GFK | | No Service Available | |
| DISNEYLAND, CALIF. Ⓒ | | LX | | | 20. | 200 | | | | | | |
| DODGE CITY, KAN. | DDC | CO | HUnter 3-4221 | HUnter 3-3321 | 3 | 200 | C | C | MKC | G | .65 | 1.25 |
| DOTHAN, ALA. | DHN | EA | DOthan 2-8160 | 5-1200. | 19,9. | 200 | A | A | PFN | G | .55 | 1.10 |
| | | SO | | SYcamore 2-2075 | 3 | 100 | A | A | PFN | | .55 | 1.10 |
| DOUGLAS, ARIZ. | DUG | AA | | EMpire 4-3437 | 5 | 250 | C | C | AC | G | .35 | .75 |
| DOVER, OHIO Ⓑ | PHD | LC | 4-2985. | New Philadelphia 4-2729. | 3 | 200 | | | | | | |
| DUBOIS, PA. | PSB | AL | | DAvis 8-2600. | 3,19. | 150 | C | | PHL | | No Service Available | |
| DUBUQUE, IOWA | DBQ | OZ | 2-3694. | 3-9441. | 3,54. | 200 | C | A | | | .65 | 1.50 |
| DULUTH, MINN. | DLH | NO | RAndolph 2-4423 | RAndolph 2-6633 | 3,9 | 200 | C | C | | | .70 | 1.50 |
| DUNCAN, OKLA. | DUC | CN | 707 | ALpine 5-5800 | 3 | 200 | A | C | DAL | | No Service Available | |
| DURANGO, COLO. | DRO | FL | | CHerry 7-2395 | 3,9 | 200 | C | C | DEN | | No Service Available | |
| DURHAM, N. C. | RDU | EA | 6-171 | 3-9241. | 7,8,19. | 200 | C | A | C | G | .70 | 1.50 |
| | | PI | | 91981 | 3 | 100 | C | A | RDU-R | G | | |
| EARLTON, ONT. | YXR | TC | | | 22. | 200 | C | C | | | No Service Available | |
| EASTON, PA. | ABE | - | BLackburn 8-7128 | | See Allentown, Pa. | | | | | | | |
| EAU CLAIRE, WISC. | EAU | NO | TEmple 2-1658 | TEmple 4-1244 | 3,9 | 200 | | | | | No Service Available | |
| EDINBURG, TEX. | MMK | TT | DU 3-2512 | MU-6-3707 | 3 | 150 | C | | | | No Service Available | |
| EDMONTON, ALTA. | YXD | TC | | 28131 | 13,3,12,22,7A | 1000 | C | C | C | | .50 | 1.00 |
| | | NW | | 55-2120 | 6 | 200 | C | C | C | | .50 | 1.00 |
| | | WA | | 29 9-7266 | 6 | 200 | C | C | C | | .50 | 1.00 |
| | | CP | | 554171. | 1,3,9 | 1000 | C | C | C | | .50 | 1.00 |
| EGLIN AIR FORCE BASE. | VPS | SO | | 2-5111. | 3 | 200 | | | | | .75 | 1.50 |
| EL CENTRO, CALIF. | IPL | BL | | ELgin 2-4218. | 54. | 200 | C | C | SAN | | No Service Available | |
| EL DORADO, ARK. | ELD | TT | UNion 3-5767. | UN-3-7273 | 3 | 150 | C | | MEM | | .50 | 1.00 |
| ELIZABETH CITY, N. C. | ECG | CA | 2-594 | 2396. | 3 | 150 | C | C | C | | .40 | 1.00 |
| ELKINS, W. VA. | EKN | AA | | 1100. | 9 | 250 | C | | PIT | | No Service Available | |
| | | LC Ⓒ | | 820 | 3 | 200 | C | | PIT | | No Service Available | |
| ELKO, NEV. | EKO | UA | | REpublic 8-5121 | 9 | 200 | C | A | SFO | | No Service Available | |
| ELMIRA, N. Y. | ELM | CA | REgent 4-8138 | 9-3686. | 3 | 150 | C | C | SYR | G | .40 | 1.10 |
| | | MO | | 9-3656. | 3 | 200 | C | C | SYR | | .40 | 1.10 |
| EL PASO, TEX. | ELP | AA | PRospect 2-4491 | PRospect 8-3301 | 5,10,52 | 600 | A | C | AC | G | .50 | 1.25 |
| | | CO | | PRospect 8-1951 | 3,5,6,22,10 | 400 | A | C | AC | | .50 | 1.25 |
| | | TT | | 3-1233. | 3 | 150 | A | C | AC | | .50 | 1.25 |
| ELY, NEV. | ELY | UA | | AMhurst 4-4478. | 9 | 200 | C | A | SFO | | No Service Available | |
| ENID, OKLA. | WDG | CN | ADams 7-5799 | ADams 4-5474. | 3 | 200 | C | C | MKC | | No Service Available | |
| EPHRATA, WASH. | EPH | WC | SKyline 4-4311 | SKyline 4-2522. | 3 | 150 | | C | GEG | | No Service Available | |
| ERIE, PA. | ERI | AL | GLendale 2-3623 | 3-1617. | 3,19. | 150 | C | A | C | G | .40 | 1.10 |
| | | CA | | 3-1129. | 3 | 250 | C | A | C | | .40 | 1.10 |
| | | LC Ⓒ | | TEmple 8-2034 | 3 | 200 | C | A | C | | | |
| | | MO | | 3-7754. | 9 | 200 | C | A | C | | .40 | 1.10 |
| ESCANABA, MICH. | ESC | NO | 397 | STate 6-1362. | 3 | 200 | C | C | | | No Service Available | |
| EUGENE, ORE. | EUG | UA | | DIamond 4-4221. | 9 | 300 | A | A | OTH | G | .45 | .95 |
| | | WC | | DIamond 5-8506. | 3 | 150 | A | A | OTH | | .45 | .95 |
| EUREKA, CALIF. | ACV | PC | | TErrace 9-1521. | 3,19,54 | 200 | C | C | C | | No Service Available | |

| CITY | CODE | CARRIER | AIR EXPRESS TELEPHONE | AIR FREIGHT TELEPHONE | AIRCRAFT | Maximum Weight Per Piece | Rail Express | Motor Freight | Customs Facilities | Air Bus | Pick Up and Delivery: Per 100 Lb. | Pick Up and Delivery: Minimum |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EVANSVILLE, IND. | EVV | DL | HArrison 5-7285 | HArrison 4-4771 | 9 | 300 | A | A | C | G | .55 | 1.60 |
| | | EA | | HArrison 2-7880 | 9,19,10 | 200 | A | A | C | | .55 | 1.60 |
| | | LC(E) | | HArrison 3-7746 | 3 | 200 | A | A | C | | | |
| FAIRBANKS, ALASKA | FAI | AS | | 4220 | 3,5 | 1000 | | | | | 1.00 | 2.00 |
| | | NC | | | | | | | | | | |
| | | PAA | | 3262 | 6,50,53 | 600 | | | | | | |
| | | CP | | | | | | | | | | |
| FAIRMONT, MINN. | FRM | NO | | 2198 | 3 | 200 | | | MSP | | No Service Available | |
| FALL RIVER, MASS. | FWB | | OS 7-9341 | | See New Bedford, Mass. | | | | | | | |
| FARGO, N. D. | FAR | NO | AD 5-5503 | ADams 2-3234 | 3 | 200 | A | A | MSP | | No Service Available | |
| | | NW | | 5-4277 | 4,6 | 200 | A | A | MSP | | No Service Available | |
| FARMINGTON, N. M. | FMN | FL | DAvis 5-2732 | DAvis 5-0681 | 3,9 | 200 | C | C | DEN | | No Service Available | |
| FAYETTEVILLE, ARK. | FYN | CN | HIllcrest 2-2641 | HIllcrest 2-7306 | 3 | 200 | | A | MKC | | .45 | 1.00 |
| FAYETTEVILLE, N. C. | FAY | NA | HEmlock 2-7171 | HEmlock 2-8157 | 9 | 200 | C | A | RDU | G | .55 | 1.00 |
| | | PI | | HEmlock 2-4171 | 3 | 100 | A | A | RDU | | .55 | 1.00 |
| FITCHBURG, MASS. | FIT | NE | DIamond 2-4032 | 2-6785 | 3 | 200 | A | C | ORH | | No Service Available | |
| FLAGSTAFF, ARIZ. | FLG | BL | | PRospect 4-7373 | 54 | 200 | C | | DUG | | No Service Available | |
| | | FL | | PRospect 4-6601 | 3 | 200 | C | | DUG | | No Service Available | |
| FLINT, MICH. | FNT | CA | CEdar 2-3167 | CEdar 5-4037 | 3,4,22 | 250 | C | | YIP | | .50 | 1.50 |
| FLORENCE, ALA. | MSL | | AT 2-3201 | | See Sheffield, Ala. | | | | | G | | |
| FLORENCE, S. C. | FLO | EA | MOhawk 9-6355 | 5255 | 19 | 200 | C | A | CHS | G | .35 | .75 |
| FONTANA, CALIF. | FON | LX | | | 20 | 200 | | | | | No Service Available | |
| FORESTVILLE, P. Q. | YFE | CP | | | 1,3,6,9 | 400 | | | | | | |
| FORT CAMPBELL, KY. | | | | | See Clarksville, Tenn. | | | | | | | |
| FORT DODGE, IOWA | FOD | OZ | 5-8611 | 5-0431 | 3,54 | 200 | | | | | No Service Available | |
| FORT GOOD HOPE, N.W.T. | | CP | | | 1,3,6,9 | 200 | | | | | | |
| FORT LAUDERDALE, FLA. | FLL | NE | JAckson 2-4701 | JAckson 4-8631 | 6 | 200 | | | | | .80 | 1.60 |
| | | EA | | JAckson 3-8546 | 7 | 200 | C | A | MIA | A | .90 | 1.80 |
| | | NA | | JAckson 4-2503 | 6 | 200 | C | A | AC | | .90 | 1.80 |
| | | NW | | JAckson 2-1486 | 52 | 200 | C | A | AC | | .80 | 1.60 |
| FORT MYERS, FLA. | FMY | NA | EDison 2-8571 | WEstmore 6-2103 | 9,52 | 400 | C | C | TPA | | .50 | 1.00 |
| | | RD | | EDison 2-8061 | | | | | | | .50 | 1.00 |
| FORT NELSON, B. C. | YYE | CP | | CPA | 6,9 | 200 | | C | C | | | |
| FORT PIERCE, FLA. | FPR | RD | | Vero Beach 2345 | | 6000 | | | | | No Service Available | |
| FORT RILEY, KAN. | MHK | | 2-6159 | | See Manhattan, Kan. | | | | | | | |
| FORT SILL, OKLA. | LAW | | 8127 | | See Lawton, Okla. | | | | | | | |
| FORT SMITH, ARK. | FSM | BN | SUnset 3-4139 | SUnset 3-5171 | 9 | 200 | A | A | MEM | | .40 | .85 |
| | | CN | | SUnset 2-3004 | 3 | 200 | A | A | MEM | | .40 | .85 |
| FORT STOCKTON, TEX. | FST | TT | ED 6-4271 | 157 | 3 | 150 | C | | ELP | | No Service Available | |
| FORT ST. JOHN, B. C. | XYJ | CP | | 117 | 6,9 | 500 | | C | | | | |
| FORT WAYNE, IND. | FWA | DL | ANthony 3-476 | HArrison 3352 | 9 | 200 | A | C | TOL | G | .75 | 1.50 |
| | | TW | | HArrison 2204 | 19 | 400 | A | C | TOL | | .75 | 1.50 |
| | | UA | | SHerwood 3133 | 6,5 | 400 | A | C | TOL | | .75 | 1.50 |
| FORT WILLIAM, ONT. | YQT | TC | | 2-0641 | 22 | 400 | C | C | C | | .50 | 1.00 |
| FORT WORTH, TEX. | ACF | AA | EDison 2-2301 | ATlas 4-2551 | 9,5,10,50,52,53A | 600 | A | A | DAL | G | .55 | 1.35 |
| | | BN | | ATlas 4-3261 | 9,5,10 | 500 | A | A | DAL | | .55 | 1.35 |
| | | CO | | ATlas 4-3861 | 3,22 | 200 | A | A | DAL | | .55 | 1.35 |
| | | CN | | ATlas 4-2971 | 3 | 200 | A | A | DAL | | .55 | 1.35 |
| | | DL | | ATlas 4-6611 | 9,5,10,53A | 400 | A | A | DAL | | .55 | 1.35 |
| | | TT | | ATlas 4-3465 | 3 | 150 | A | A | DAL | | .55 | 1.35 |
| FRANKLIN, PA. | FKL | AL | IDlewood 2-8116 | IDlewood 2-3125 | 3 | 150 | C | | | | .50 | 1.50 |
| FRANKFORT, KY. | FFT | PI | | CApital 7-9636 | 3 | 100 | C | C | SDF | | No Service Available | |
| FREDERICTON, N. B. | YFC | TC | | 6613 | 22 | 200 | C | A | C | | .50 | 1.00 |
| FRESNO, CALIF. | FAT | TW | AMherst 4-2843 | ADams 7-6174 | 8 | 250 | A | A | SFO | G | .60 | 1.50 |
| | | UA | | CLinton 1-5522 | 9 | 300 | A | C | SFO | | .60 | 1.50 |
| FROBISHER BAY. | | MAR | | | 1,3,4 | 500 | | | | | | |
| FULLERTON, CALIF. | FUL | LX | | | 20 | 200 | | | | | | |
| GADSDEN, ALA. | GAD | SO | LI 3-2556 | LI-6-5285 | 3 | 100 | | | | | .70 | 1.40 |
| GAINESVILLE, FLA. | GNV | EA | FRanklin 6-3033 | FR -2-0481 | 19 | 20 | A | C | JAX | | .50 | 1.00 |
| GALLUP, N. M. | GUP | FL | | UNion 3-3312 | 3 | 200 | C | A | ELP | | No Service Available | |
| GALVESTON, TEX. | GLS | TT | SO 3-8891 | 5-5062 | 3 | 150 | | | | | .50 | 1.00 |
| GAMBELL, ALASKA | GAM | AS | | | 3 | 500 | | | | | | |
| GANDER, NFLD. | YQX | PAA | | 723 | 10 | 600 | C | C | A | | | |
| | | KLM | | | 10 | 10 | C | C | A | | | |
| | | MAR | | 935 | 3,1,4 | 500 | A | A | A | | | |
| | | SK | | | | | C | C | A | | | |
| | | SN | | | 15 | | C | C | A | | | |
| | | SR | | 723 | 6 | 600 | C | C | A | | | |
| | | TC | | 913 | 13,7A,22 | 500 | C | C | A | | .50 | 1.00 |
| | | TW | | 713 | 8,7 | 250 | C | C | A | | No Service Available | |
| GARDEN CITY, KAN. | GCK | CO | 3641 | BRidge 6-5132 | 3 | 200 | C | C | DEN | | No Service Available | |
| GLADEWATER, TEX. | GGG | | | | See Longview, Tex. | | | | | | | |
| GLASGOW, MONT. | GGW | FL | | ACademy 8-2446 | 3 | 200 | C | C | GTF | | No Service Available | |
| GLENDIVE, MONT. | GDV | FL | | EMpire 5-3146 | 3 | 200 | A | A | GTF | | No Service Available | |
| GLENS FALLS, N. Y. | GFL | EA | Fort Edwards 5-3376 | 3-2527 | 19,8 | 200 | C | C | ALB | | No Service Available | |
| | | MO | | 2-1184 | 3 | 200 | C | C | ALB | | No Service Available | |
| GOOSE BAY, LAB. | YYR | TC | | TCA | 13 | 1000 | | | | | No Service Available | |
| | | MAR | | 6-2121 | | | | | | | | |
| GRAND CANYON, ARIZ. | VLE | BL | | VAlle 3 | (Seasonal) | 200 | | | | | No Service Available | |
| GRAND FORKS, N. D. | GFK | NW | 4-7771 | 4-4629 | 4,6 | 200 | C | A | A | | No Service Available | |
| | | NO | | 2-1711 | 3 | 200 | A | A | A | | No Service Available | |
| GRAND ISLAND, NEB. | GRI | FL | DU 2-3216 | DU-2-2750 | 3,9 | 200 | A | C | DEN | | No Service Available | |
| GRAND JUNCTION, COLO. | GJT | FL | CHapel 3-2532 | CHapel 2-5879 | 3,9 | 200 | C | | DEN | | .80 | 1.10 |
| | | UA | | CHapel 3-3112 | 6 | 200 | C | | DEN | | .80 | 1.10 |
| GRANDE PRAIRIE, ALTA. | YQU | CP | | 2031 | 9 | 200 | C | C | | | | |
| GRAND RAPIDS, MICH. | GRR | CA | CHerry 3-5689 | CHerry 3-0108 | 3,4,22 | 250 | A | A | MKG | G | .55 | 1.35 |
| | | FT | | CHerry 1-2221 | Served through DTW | | | | | | .65 | 1.25 |
| | | LC | | CHerry 1-4477 | 3 | 200 | A | A | MKG | | | |
| | | NO | | CHerry 1-2441 | 3 | 200 | A | A | MKG | | .55 | 1.35 |
| GREAT BEND, KAN. | GBD | CO | GL 3-4431 | GLadstone 3-4776 | 3 | 200 | C | C | | | No Service Available | |
| GREAT FALLS, MONT. | GTF | NW | GLendale 3-5468 | GLendale 3-6501 | 6,52 | 300 | A | A | AC | G | .55 | 1.00 |
| | | FL | | GLendale 3-4844 | 3 | 200 | A | A | AC | | .55 | 1.00 |
| | | WA | | GLendale 3-4355 | 6,9 | 200 | A | A | AC | | .55 | 1.00 |
| | | WC | | GLendale 4-1396 | 3 | 150 | A | A | AC | | .55 | 1.00 |
| GREEN BAY, WISC. | GRB | NO | HEmlock 2-7795 | HEmlock 5-5366 | 3,9 | 200 | C | C | C | | .60 | 1.35 |
| GREENSBORO, N. C. | GSO | CA | BRoadway 3-1941 | BRoadway 3-8646 | 3,22 | 150 | C | A | INT | G | .75 | 1.50 |
| | | EA | | CYpress 9-1131 | 19,9,7,52 | 200 | A | A | INT | | .75 | 1.50 |
| | | PI | | CY-9-2141 | 3 | 100 | C | A | INT | G | .75 | 1.50 |
| GREENVILLE, MISS. | GLH | SO | 2-8195 | 2-2612 | 3 | 100 | C | | | | No Service Available | |
| GREENVILLE, S. C. | GRL | DL | CEdar 2-3851 | CEdar 2-8213 | 9 | 200 | A | A | ATL | G | .40 | .85 |
| | | EA | | 9-3061 | 19,9,8,52,7 | 200 | A | A | ATL | | .40 | .85 |
| | | SO | | CEdar 3-0173 | 3 | 100 | | | | | .40 | .85 |
| GREENWOOD, MISS. | GRW | SO | 123 | EDison 2-2612 | 3 | 100 | A | A | MEM | | No Service Available | |
| GREENWOOD, S. C. | GRD | SO | GRohard 3-3156 | 9-3191 | 3 | 100 | | | | | No Service Available | |
| GRINDSTONE | | MAR | | | 1,3,4 | 500 | | | | | | |
| GULFPORT, MISS. | GPT | SO | UNiversity 3-3891 | UNiversity 4-2323 | 3 | 100 | C | C | C | | .55 | 1.10 |
| GUYMON, OKLA. | GUY | CN | | 672 | 3 | 200 | | | | | .50 | 1.00 |
| GUNNISON, COLO. | GUC | FL | | 145 | 3 | 200 | A | C | DEN | | No Service Available | |
| HAGERSTOWN, MD. | HGR | AL | REgent 9-6410 | REgent 3-6700 | 3,19 | 150 | C | | | G | .50 | .75 |
| HAILEY, IDA. | SUN | WC | | 340 | 3 | 150 | | | GEG | | | |
| HALIFAX, N. S. | YHZ | TC | | 2-7411 | 13,22,7 | 1000 | C | C | C | | .50 | 1.00 |
| | | MAR | | 6-2306 | 3,1,4 | 500 | A | A | A | | | |
| HAMILTON, ONT. | YHZ | TC | JAckson 2-4546 | | 7,12,13,22,53 | | | | A | | 1.10 | 2.00 |
| HAMPTON, VA. | PHF | | | | See Newport News, Va. | | | | | | | |
| HANCOCK, MICH. | —— | | | | See Houghton, Mich. | | | | | | | |
| HANNIBAL, MO. | HNN | | 881 | | See Quincy, Ill. | | | | | | | |
| HARLINGEN, TEX. | HRL | TT | GA 3-0038 | GA 3-4200 | 3 | 150 | | | SAT | | .50 | 1.00 |

| CITY | CODE | CARRIER | AIR EXPRESS TELEPHONE | AIR FREIGHT TELEPHONE | AIRCRAFT | Maximum Weight Per Piece | Rail Express | Motor Freight | Customs Facilities | Air Box | Pick Up and Delivery: Per 100 Lb. | Pick Up and Delivery: Maximum |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| HARRISBURG, PA. | HAR | AL | CEdar 8-5244 | CEdar 8-9426 | 3,19 | 150 | A | C | BAL | G | .40 | 1.35 |
| | | CA | | CEdar 6-7995 | 3 | 150 | A | C | BAL | | .40 | 1.35 |
| | | TW | | CEdar 4-3136 | 19 | 400 | A | C | BAL | | .40 | 1.35 |
| HARRISON, ARK. | HRO | CN | | EMpire 5-5475 | 3 | 200 | | | STL | | No Service Available | |
| HARRISONBURG, VA. | SHD | PI | 4-2292 | Weyers Cave 2761 | 3 | 100 | C | C | DCA | | .70 | 1.40 |
| HARTFORD, CONN. | BDL | AA | CHapel 9-8683 | JAckson 2-6193 | 9,15,5,52 | 3000 | A | C | C | G | No Service Available | |
| | | AL | | JAckson 2-6153 | 9 | 150 | A | C | C | | .65 | 1.25 |
| | | EA | | JAckson 2-1854 | 19,8,10,7 | 200 | A | C | C | | .65 | 1.25 |
| | | FT | | JAckson 2-3145 | 23 | 10000 | A | C | C | | .65 | 1.25 |
| | | NE | | NAtional 3-4418 | 3 | 200 | A | C | C | | .65 | 1.25 |
| | | TW | | NAtional 3-5581 | 8,19 | 400 | A | C | C | | .65 | 1.25 |
| | | UA | | CHapel 9-1311 | 10,15,6 | 6000 | A | C | C | | .65 | 1.25 |
| HASTINGS, NEB. | HSI | FL | | 2-2312 | 3 | 200 | | | OMA | | No Service Available | |
| HATTIESBURG, MISS. | HBG | SO | JU 4-6541 | JUniper 2-1643 | 3 | 100 | A | C | MSY | | .50 | 1.00 |
| HAWTHORNE, NEV. | HTH | BL | | WIlson 5-3219 | 3 | 200 | C | C | SFO | | No Service Available | |
| HAY RIVER, N.W.T. | YHY | CP | | GLadstone 5-4921 | 1,3,6,9 | 200 | | | | | | |
| | | QEA | | | 1,3,6,9 | | | | | | | |
| HAZLETON, PA. | HZL | AL | GLadstrone 4-0261 | GLadstone 5-4921 | 3 | 150 | | | | | .50 | 1.25 |
| HAVRE, MONT. | HVR | FL | | 26 5-7911 | 3 | 200 | C | C | GTF | | No Service Available | |
| HELENA, ARK. | HEE | TT | | 5-2577 | 3 | 150 | | A | MEM | | No Service Available | |
| HELENA, MONT. | HLN | NW | HIckory 2-1710 | HIckory 2-0012 | 4 | 200 | A | A | GTF | G | .45 | 1.10 |
| | | WA | | HIckory 2-8550 | 9 | 200 | A | A | GTF | | .45 | 1.10 |
| HENDERSONVILLE, N. C. | AVL | | | | See Asheville, N. C. | | | | | | .45 | 1.10 |
| HERRIN, ILL. | MWA | | HE 7501 | | See Marion, Ill. | | | | | | | |
| HIBBING, MINN. | HIB | NO | AMherst 2-2521 | AMherst 3-7847 | 3 | 200 | C | C | | | .60 | 1.45 |
| HICKORY, N. C. | HKY | PI | DI 5-4119 | DI-5-3285 | 3 | 100 | A | C | INT | | No Service Available | |
| HIGH POINT, N. C. | GSO | CA | 2-1915 | 5411 | See Greensboro, N. C. | | | | | | | |
| | | EA | | 88 2-8145 | See Greensboro, N. C. | | | | | | | |
| | | FI | | 3778 | See Greensboro, N. C. | | | | | | | |
| HOBBS, N. M. | HOB | CO | EXpress 3-5933 | EXpress 3-5414 | 3 | 200 | C | | ELP | | .60 | 1.25 |
| HOLLOMAN AIR FORCE | ALM | | | | See Alamagordo, N. M. | | | | | | | |
| HOMER, ALASKA | HOM | PN | | 22111 | 3 | | | | | | .75 | 1.00 |
| HONOLULU, T. H. | HNL | NW | HOnolulu 6-6167 | 83256 | 53B | 200 | | C | AC | | .65 | 1.25 |
| | | PAA | | 58-221 | 10,50,15,53 | 5000 | | C | AC | | | |
| | | UA | | HOnolulu 8-1811 | 53 | 200 | | C | C | | | |
| | | HA | | 85911 | 11,10 | 600 | | C | C | | | |
| | | JL | | HOnolulu 8-1811 | 6.10 | 200 | | C | C | | | |
| HOPKINSVILLE, KY. | | | TUxedo 5-5605 | | See Clarksville | | | | | | | |
| HOQUIAM, WASH. | HQM | | | | See Aberdeen, Wash. | | | | | | | |
| HOT SPRINGS, ARK. | HOT | CN | NAtional 3-1821 | NAtional 4-1284 | 3 | 200 | A | C | MEM | | | |
| | | DL | | NAtional 3-1671 | 9 | 300 | A | C | MEM | | No Service Available | |
| | | TT | | NAtional 3-8501 | 3 | 150 | A | C | MEM | | No Service Available | |
| HOT SPRINGS, S. D. | HSR | FL | | 555 | 3 | 200 | C | C | DEN | | No Service Available | |
| HOUGHTON, MICH. | CMX | NO | | 63 | 3 | 200 | C | C | C | | No Service Available | |
| HOULTON, ME. | HUL | NE | 3566 | 2254 | 3 | 200 | A | C | C | | .35 | .75 |
| HOUSTON, TEX. | HOU | AA | OLive 4-3793 | MIssion 9-145 | 5 | 250 | A | A | C | G | .55 | 1.25 |
| | | BN | | OLive 4-2686 | 9,5,52,6,10,50 | 500 | A | A | C | | .55 | 1.25 |
| | | CO | | OLive 4-8531 | 5,6,3,10,22 | 400 | A | A | C | | .55 | 1.25 |
| | | DL | | OLive 4-2646 | 9,10,19,53 | 400 | A | A | C | | .55 | 1.25 |
| | | EA | | OLive 4-2661 | 9,10,7,52,23,53A | 4000 | A | A | C | | .55 | 1.25 |
| | | KLM | | CApitol 4-1701 | 10 | 550 | A | A | C | | .55 | 1.25 |
| | | NA | | OLive 4-8564 | 52,10 | 400 | A | A | C | | .55 | 1.25 |
| | | PAA | | CApitol 3-4131 | 2,15,50,53 | 5000 | A | A | AC | | .55 | 1.25 |
| | | TT | | MIssion 9-1218 | 3 | 150 | A | A | C | | .50 | 1.25 |
| HUNTINGTON, W. Va. | HTW | AL | | 3-1331 | 3,19 | 150 | C | C | CVG | G | .50 | 1.60 |
| | | EA | | 3-9476 | 19 | 200 | C | C | CVG | | .50 | 1.60 |
| | | PI | | GL-3-1356 | 3 | 100 | C | C | CVG | G | .50 | 1.60 |
| HUNTSVILLE, ALA. | HSV | CA | JEfferson 4-4533 | JEfferson 4-4583 | 3,22 | 150 | A | A | BHM | | .40 | 1.35 |
| | | EA | | 4680 | 19,9 | 200 | A | A | BHM | | .40 | 1.35 |
| | | SO | | JEfferson 6-6383 | 3 | 200 | | | | | .40 | 1.35 |
| HURLEY, N. M. | SVC | | | 53 8-3021 | See Silver City, N. M. | | | | | | | |
| HURON, S. D. | HON | NO | | ELgin 2-2910 | 3 | 200 | A | C | MSP | | No Service Available | |
| | | WA | | ELgin 2-8601 | 9 | 200 | A | C | MSP | | No Service Available | |
| HUTCHINSON, KAN. | HUT | CO | MO 2-3671 | MO-2-6601 | 22,3 | 200 | C | C | MKC | G | .55 | 1.25 |
| HYANNIS, MASS. | HYA | NE | SPring 5-1600 | SPring 5-1800 | 3 | 200 | A | A | EWB | | No Service Available | |
| IDAHO FALLS, IDA. | IDA | FL | JAckson 2-5075 | JAckson 3-3305 | 3 | 200 | A | C | GTF | | .45 | 1.10 |
| | | WC | | JAckson 2-2695 | 3 | 150 | A | C | GTF | G | .45 | 1.10 |
| | | WA | | JAckson 2-8161 | 9,6 | 200 | A | C | GTF | | .45 | 1.10 |
| IMPERIAL, NEB. | IML | FL | | TU-2-4780 | 3 | 200 | | | DEN | | | |
| INDIANAPOLIS, IND. | IND | AA | MElrose 5-1085 | CHapel 1-2545 | 9,5,52 | 600 | A | A | C | G | .55 | 1.50 |
| | | DL | | CHapel 1-3333 | 9,19,5 | 400 | A | A | C | | .55 | 1.50 |
| | | EA | | CHapel 4-9521 | 9,19,7,10 | 200 | A | A | C | | .55 | 1.50 |
| | | LC | | CHapel 1-8201 | 3 | 200 | A | A | C | | | |
| | | OZ | | MElrose 8-4909 | 3,54 | 200 | A | A | C | | .55 | 1.50 |
| | | TW | | MElrose 4-3438 | 8,19,23 | 4000 | A | A | C | | .55 | 1.50 |
| INT'L. FALLS, MINN. | INL | NO | | ATlas 3-3871 | 3 | 200 | C | C | C | | No Service Available | |
| INYOKERN, CALIF. | IYK | PC | | 7-2271 | 3 | | | | | | No Service Available | |
| IOWA CITY, IOWA | IOW | OZ | 3197 | 8-3604 | 3,43 | 200 | A | C | PIA | | No Service Available | |
| IRON MOUNTAIN, MICH. | IMT | NO | 33 | 2575 | 3 | 200 | C | C | | | No Service Available | |
| IRONWOOD, MICH. | IWD | NO | | 741-W | 3 | 200 | C | C | | | No Service Available | |
| ISLIP, N.Y. | ISP | AL | | ONkonkoma 9-7771 | 9 | 150 | | | | | | |
| ITHACA, N. Y. | ITH | MO | 2-2531 | 3351 | 9,3 | 200 | C | C | SYR | G | .50 | 1.00 |
| JACKSON, MICH. | JXN | NO | STate 9-7196 | STate 9-6125 | 3 | 200 | C | C | | | .50 | 1.00 |
| JACKSON, MISS. | JAN | DL | FLeetwood 2-6825 | 20866 | 9,5,8 | 400 | A | C | MSY | | .55 | 1.35 |
| | | SO | | FLeetwood 2-8899 | 3 | 100 | A | C | MSY | | .55 | 1.35 |
| | | TT | | | | | | | | | .55 | 1.35 |
| JACKSON, TENN. | | SO | | 2-5416 | 3 | 100 | | | | | No Service Available | |
| JACKSON, WYO. | JAC | FL | | 310 | 3 | 200 | C | C | GTF | G | .65 | 1.25 |
| JACKSONVILLE, FLA. | JAX | DL | ELgin 4-0585 | ELgin 6-0484 | 5,8 | 400 | A | A | C | G | .65 | 1.25 |
| | | EA | | ELgin 6-5661 | 9,8,10,7,19,6 | 200 | A | A | C | | .65 | 1.25 |
| | | NA | | ELgin 3-1586 | 9,5,6,52 | 400 | A | A | C | | .65 | 1.25 |
| | | NE | | ELgin 5-6611 | 22 | 200 | A | A | C | | .65 | 1.25 |
| | | SO | | Elgin 4-7833 | 3 | 200 | A | A | C | | .65 | 1.25 |
| JAMESTOWN, N. Y. | JHW | AL | 7964 | 4118 | 3,19 | 150 | C | | BUF | | .50 | 1.35 |
| JAMESTOWN, N. D. | JMS | NW | | 199 | 4 | 200 | C | A | MSP | | No Service Available | |
| JANESVILLE, WISC. | JVL | | PL 2-1463 | PLeasant 4-5293 | See Beloit, Wisc. | | | | | | No Service Available | |
| JEFFERSON CITY, MO. | JEF | OZ | 6-8191 | 6-2350 | 3,54 | 200 | C | | | | .55 | 1.10 |
| JOHNSON CITY, TENN. | TRI | | 91 | | See Bristol, Va. | | | | | | | |
| JOHNSTOWN, PA. | JST | AL | 7-5309 | 9-1144 | 3,19 | 150 | C | | | G | .50 | 1.25 |
| JOPLIN, MO. | JLN | AA | MA 3-4437 | MAyfair 3-7085 | 9 | 250 | A | C | MKC | G | .40 | .85 |
| | | CN | | MAyfair 3-2110 | 3 | 200 | A | C | MKC | | .40 | .85 |
| | | OZ | | MAyfair 3-1817 | 3,54 | 200 | A | C | MKC | | .40 | .85 |
| JUNEAU, ALASKA | JNU | AS | | | | | | | C | | | |
| | | ES | | | | | | | C | | | |
| | | PAA | | 6-1400 | 6 | 600 | | | C | | | |
| | | PN | | 6-1455 | 4,8,16 | | | | C | | 1.00 | 1.00 |
| JUNCTION CITY, KAN. | MHK | | CE 8-2611 | | See Manhattan, Kan. | | | | | | | |
| KALAMAZOO, MICH. | AZO | LC | FIreside 5-7163 | FIreside 9-2669 | 3 | 200 | | | | | | |
| | | NO | | FIreside 9-2646 | 3 | 200 | C | C | | | .50 | 1.00 |
| KALISPELL, MONT. | FCA | WC | SKyline 6-5939 | SK-6-5053 | 3 | 150 | C | C | GEG | | No Service Available | |
| KAMLOOPS, B. C. | LKA | CP | | 109 | 3 | 200 | C | C | C | | | |
| KANAB, UTAH | | BL | | MIdway 4-5001 | 3 | 200 | | | | | | |
| KANSAS CITY, MO. | MKC | BN | GRand 1-3906 | GRand 1-4740 | 9,1,5,22,52 | 2000 | A | A | AC | G | .70 | 1.60 |
| | | CO | | GRand 1-3705 | 3,10,22,50 | 200 | A | A | AC | | .70 | 1.60 |
| | | CN | | BAltimore 1-3955 | 3 | 200 | A | A | AC | | .70 | 1.60 |
| | | DL | | GRand 1-7613 | 9 | 300 | A | A | AC | | .70 | 1.60 |

(Continued on next page)

| CITY | CODE | CARRIER | AIR EXPRESS TELEPHONE | AIR FREIGHT TELEPHONE | AIRCRAFT | Maximum Weight Per Piece | Rail Express | Motor Freight | Customs Facilities | Air Bus | Pick Up and Delivery: Per 100 Lb. | Pick Up and Delivery: Minimum |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| KANSAS CITY, MO. (Concluded) | MKC | FL | | VI-2-6252 | 3 | 200 | A | A | C | | .70 | 1.60 |
| | | OZ | | GRand 1-6515 | 3,54 | 200 | A | A | AC | | .70 | 1.60 |
| | | TW | | GRand 1-4400 | 50,7,19,23 | 4000 | A | A | AC | | .70 | 1.60 |
| | | UA | | GRand 1-1133 | 10 | 200 | A | A | AC | | .70 | 1.60 |
| KEARNEY, NEB. | EAR | FL | | CE-6-2921 | 3 | 200 | | | DEN | | | |
| KEENE, N. H. | EEN | MO | | ELmwood 2-0603 | 1910 | 100 | C | C | BOS | | .65 | 1.10 |
| | | NE | | ELmwood 2-1030 | 3 | 200 | C | C | BOS | | .65 | 1.10 |
| KELOWNA, B. C. | YWX | CP | | 6025 | 3 | 200 | | | | | .25 | .85 |
| KENHI, ALASKA | ENA | PN | | 206 | 3 | 200 | | | | | .75 | 1.00 |
| KENNEWICK, WASH. | PSC | | | | See Pasco, Wash. | | | | | | | |
| KERRVILLE, TEX. | ERV | TT | CL 7-4536 | CL-7-4050 | 3 | 150 | C | | SAT | | No Service Available | |
| KETCHIKAN, ALASKA | KTN | PAA | | 3131 | 6 | 600 | | | A | | | |
| | | PN | | 3138 | 8,16 | | | | A | | | |
| KETCHUM, IDA. | SUN | WC | | | See Hailey, Ida. | 150 | | | GEG | | | |
| KEY WEST, FLA. | EYW | NA | CYpress 6-6651 | CYpress 6-5510 | 9 | 400 | A | C | AC | | No Service Available | |
| KILGORE, TEX. | GGG | | 2711 | | See Longview | | | | | | | |
| KIMBERELY, B. C. | YXC | CP | | LD-2-3511 | 9 | 200 | | | | | No Service Available | |
| KING SALMON, ALASKA | AKN | PN | | 4 | 3 | 200 | | | | | .60 | 1.00 |
| KINGMAN, ARIZ. | IGM | BL | | SKyline 3-3630 | 54 | 200 | C | C | LAX | | No Service Available | |
| KINGSPORT, TENN. | TRI | PI | CIrcle 5-5731 | CIrcle 6-4107 | 3 | See Bristol | | | | | | |
| | | SO | | | See Bristol | | A | | | | | |
| KINSTON, N. C. | ISO | PI | 3918 | JAckson 3-5006 | 3 | 100 | C | C | RDU | | No Service Available | |
| KITIMAT, B. C. | YKI | CP | | 220 | 3,9 | 200 | | | C | | 1.00 | 1.00 |
| KLAMATH FALLS, ORE. | LMT | WC | TU 4-5814 | TUxedo 2-4626 | 3 | 150 | A | C | OTH | | .55 | 1.50 |
| KNOXVILLE, TENN. | TYS | AA | 3-6175 | 7-6264 | 9,5 | 500 | C | C | CHA | G | .60 | 1.25 |
| | | CA | | 7-5521 | 3,22,8 | 250 | C | C | CHA | | .60 | 1.25 |
| | | DL | | 7-6661 | 9 | 400 | C | C | CHA | | .60 | 1.25 |
| | | PI | | 7-2571 | 3 | 100 | C | C | CHA | | .60 | 1.25 |
| | | SO | | 7-7561 | 3 | 200 | C | C | CHA | | .60 | 1.25 |
| KODIAK, ALASKA | NHB | PN | | 4131 | 3 | | | | | | .75 | 1.00 |
| KOKOMO, IND. | OKK | LC | Gladstone 2-5626 | GLadstone 7-5591 | 3 | 200 | C | | | | | |
| KOTZEBUE, ALASKA | OTZ | AS | | | 3 | 500 | | | | | | |
| LACONIA, N. H. | LCI | NE | 150 | 2475 | 3 | 200 | C | | LWM | | No Service Available | |
| LA CROSSE, WISC. | LSE | NO | 2-8286 | 4-5680 | 3 | 200 | C | C | | | No Service Available | |
| LA FAYETTE, IND. | LAF | LC | SHerwood 2-5068 | RIverside 3-1841 | 3 | 200 | C | | | | | |
| LAFAYETTE, LA. | LFT | EA | CE 5-8649 | CE-5-8536 | 19,9 | 200 | A | | BTR | G | .55 | 1.10 |
| | | TT | | CE-4-5252 | 3 | 150 | A | | BTR | | .55 | 1.10 |
| LA GRANDE, ORE. | LGD | | | | | | | | | | | |
| LA JUNTA, COLO. | LHX | | | | | | | | | | | |
| LAGUNA BEACH, CALIF. | SNA | | | | See Santa Ana, Calif. | | | | | | | |
| LAKE CHARLES, LA. | LKC | EA | HE 9-8876 | HE-6-3656 | 19,9 | 200 | A | A | C | G | .55 | 1.35 |
| | | TT | | HE-3-8511 | 3 | 150 | A | A | C | | .55 | 1.35 |
| LAKELAND, FLA. | LAL | NA | MUtual 4-1091 | MUtual 6-3129 | 9 | 200 | C | C | TPA | G | .75 | 1.50 |
| | | RD | | MUtual 3-5875 | | | | | | | .75 | 1.50 |
| LAKEVIEW, ORE. | LKV | WC | | WH-7-2211 | 3 | 150 | C | C | PDX | | No Service Available | |
| LAKE PLACID, N. Y. | SLK | EA | | | 19 | 200 | C | C | MAL | | No Service Available | |
| LAMAR, COLO. | LAA | CN | | 167 | 3 | 200 | | | DEN | | | |
| LANCASTER, CAL. | WJF | PC | | WHitehall 8-4611 | 19,54 | 200 | LAX | | | | | |
| LANCASTER, PA. | LNS | AL | EXpress 7-8105 | LOwell 9-0461 | 3,19 | 150 | C | | | G | .55 | 1.35 |
| | | EA | | LOwell 9-0446 | 19 | 200 | | | | | .55 | 1.35 |
| LAND O'LAKES, WISC. | LNL | | | | Served through Rhindelander, Wisc. | | | | | | | |
| LANDER, WYO. | RIW | | | | See Riverton, Wyo. | | | | | | | |
| LANSING, MICH. | LAN | CA | IVanhoe 2-1109 | IVanhoe 5-2744 | 3,4,22 | 250 | A | A | YIP | G | .55 | 1.35 |
| | | NO | | IVanhoe 4-7467 | 3 | 200 | A | A | YIP | | .55 | 1.35 |
| LARAMIE, WYO. | LAR | FL | | FRanklin 5-5656 | 3 | 200 | C | C | DEN | | No Service Available | |
| LAREDO, TEX. | LRD | TT | RAndolph 3-3618 | 3-3645 | 3 | 150 | A | A | AC | | .40 | 1.25 |
| LAS VEGAS, NEV. | LAS | BL | DUdley 2-2132 | DUdley 2-8811 | 54 | 200 | C | C | LAX | G | .75 | 1.45 |
| | | PC | | DUdley 2-2622 | 19,54 | 200 | C | C | LAX | | .75 | 1.45 |
| | | TW | | DUdley 2-7306 | 8,7 | 250 | C | C | LAX | | .75 | 1.45 |
| | | UA | | DUdley 2-0505 | 6,10,50c | 200 | C | C | LAX | | .75 | 1.45 |
| | | WA | | DUdley 2-2100 | 9,6,52 | 200 | C | C | LAX | | .75 | 1.45 |
| LAUREL, MISS. | LUL | SO | 6212 | 426 3440 | 3 | 100 | | | | | .60 | 1.20 |
| LAWRENCE, MASS. | LWM | NE | 4161 | MUrdock 3-3141 | 3 | 200 | A | C | LWM | | .35 | .75 |
| LAWTON, OKLA. | LAW | CO | ELgin 0-154 | ELgin 4-4512 | 3 | 200 | C | A | DAL | | No Service Available | |
| | | CN | | ELgin 3-8600 | 3 | 200 | C | | DAL | | No Service Available | |
| LEMMON, S. D. | | FL | | 50 | 3 | 200 | | | GTF | | .50 | .75 |
| LETHBRIDGE, ALTA. | YQL | TC | | FA-7-2711 | 3 | 300 | C | C | C | | .35 | .75 |
| LEWISTON, IDA. | LWS | WC | SH 3-3061 | SHerwood 3-1545 | 3 | 150 | A | C | GEG | | No Service Available | |
| LEWISTON, ME. | LEW | NE | 4-4423 | 3-2031 | 3 | 200 | C | C | PWM | | .50 | 1.00 |
| LEWISTOWN, MONT. | LWT | FL | KE 8-3615 | KEystone 8-9621 | 3 | 200 | C | C | GTF | | No Service Available | |
| LEXINGTON, KY. | LEX | DL | 2-1314 | 4-5569 | 9,3 | 250 | C | C | CVG | G | .65 | 1.60 |
| | | EA | | 4-5795 | 19 | 200 | C | C | CVG | | .65 | 1.60 |
| | | PI | | 51920 | 3 | 100 | C | C | CVG | G | .65 | 1.60 |
| LIBERAL, KAN. | LBL | CN | | MAin 4-5671 | 3 | 200 | | A | | | No Service Available | |
| LIMA, OHIO | LIA | LC | CAtherine 6-2051 | CApital 5-0075 | 3 | 200 | | | | | | |
| LINCOLN, NEB. | LNK | BN | HEmlock 2-3261 | | | | | | | | .50 | 1.10 |
| | | FL | | HEmlock 2-5391 | 3,9 | 200 | A | C | OMA | | .50 | 1.10 |
| | | UA | | HEmlock 5-4371 | 6,10.5 | 300 | A | C | OMA | | .55 | 1.25 |
| LITTLE ROCK, ARK. | LIT | AA | FRanklin 2-6116 | FRanklin 4-9333 | 5,10,52 | 250 | A | A | MEM | G | .45 | 1.10 |
| | | BN | | FRanklin 2-0207 | 9 | 200 | A | A | MEM | | .45 | 1.10 |
| | | CN | | FRanklin 4-6418 | 3 | 200 | A | A | MEM | | .45 | 1.10 |
| | | DL | | FRanklin 4-2040 | 9 | 300 | C | C | MEM | | .45 | 1.10 |
| | | TT | | FRanklin 4-6312 | 3 | 150 | C | C | MEM | | .45 | 1.10 |
| LOGAN, UTAH. | LGU | WC | LOgan 1-3396 | SKyline 2-5301 | 3 | 150 | C | A | GTF | | No Service Available | |
| LOGANSPORT, IND. | | | | | See Kokomo, Ind. | | | | | | | |
| LONDON, KY. | LOZ | PI | | VO 4-2250 | 3 | 100 | | | SDF | | .35 | .75 |
| LONDON, ONT. | YXU | TC | | 2-3491 | 22 | 400 | C | C | C | | .50 | 1.00 |
| LONG BEACH, CALIF. | LGB | LX | GArfield 4-8621 | | 20 | 200 | C | A | LAX | | | |
| | | UA | | HArrison 1-8214 | 9 | 200 | A | A | LAX | | .80 | 1.65 |
| | | WA | | HArrison 1-8271 | 6 | 200 | A | A | LAX | | .80 | 1.65 |
| LONGVIEW, TEX. | GGG | TT | PLaza 5-3521 | MIchigan 3-2441 | 3 | 150 | A | C | DAL | | .50 | 1.35 |
| LOS ANGELES, CALIF. | LAX | AA | SPring 6-0140 | MAdison 6-0201 | 15,15,10,50,50C,53A. | 10000 | A | A | C | G | .90 | 1.65 |
| | | BL | | SPring 6-2040 | 54 | 200 | A | A | C | | .90 | 1.65 |
| | | CO | | SPring 6-2670 | 10,22,50 | 200 | A | A | C | | .90 | 1.65 |
| | | CMA | | MAdison 6-8484 | 5 | | A | A | C | | | |
| | | SK | | ORegon 4-4300 | 10 | 1000 | A | A | C | | .75 | 1.55 |
| | | LX | | | 20 | 200 | A | A | C | | | |
| | | PAA | | MAdison 4-0192 | 50,15,53 | 5000 | A | A | AC | | .75 | 1.55 |
| | | PC | | SPring 6-0440 | 3,19,54 | 200 | A | A | C | | .90 | 1.65 |
| | | SAS | | | 5,6,10,9 | 1320 | | | | | | |
| | | TW | | MIchigan 9441 | 8,7,23,50 | 7500 | A | A | C | | .90 | 1.65 |
| | | UA | | SPring 6-2000 | 9,5,6,10,15,53,50C | 6000 | A | A | C | | .90 | 1.65 |
| | | WA | | SPring 6-2508 | 6,52,50 | 200 | A | A | C | | .90 | 1.65 |
| (Lockheed Air Terminal) BUR | | AA | | MAdison 0201 | 5,15,10 | 6000 | A | A | C | G | .90 | 1.65 |
| | | FTL | | STanley 7-3411 | 23 | 10000 | A | A | C | | .85 | 1.55 |
| | | LX | | | 20 | 200 | A | A | C | | | |
| | | PC | | SPring 6-0440 | 3,19,54 | 200 | A | A | C | | .90 | 1.65 |
| | | UA | | STanley 7-3780 | 5 | 300 | A | A | C | | .90 | 1.65 |
| | | WA | | THornwall 2-2101 | 6 | 200 | A | A | C | | .90 | 1.65 |
| LOUISVILLE, KY. | SDF | AA | EMerson 8-5891-2 | EMerson 8-1666 | 9,5,52 | 500 | A | A | C | G | .60 | 1.50 |
| | | AX | | | | | | | | | .60 | 1.50 |
| | | DL | | | 5,9 | 300 | A | A | C | | .60 | 1.50 |
| | | EA | | EMerson 8-1646 | 8,7,19,9 | 200 | A | A | C | | .60 | 1.50 |
| | | OZ | | EMerson 8-9955 | 3,54 | 200 | A | A | C | | .60 | 1.50 |
| | | PI | | EMerson 8-3312 | 3 | 100 | A | A | C | G | .60 | 1.50 |

(Continued on next page)

| CITY | CODE | CAR-RIER | AIR EXPRESS TELEPHONE | AIR FREIGHT TELEPHONE | AIRCRAFT | Maximum Weight Per Piece | Rail Express | Motor Freight | Customs Facilities | Air Bus | Pick Up and Delivery | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | Per 100 Lb. | Minimum |
| LOUISVILLE, KY. | SFD | | | | | | | | | | | |
| (Concluded) | | TW | | JUniper 3-5327 | 8,19 | 400 | A | A | C | | .60 | 1.50 |
| LOVELL, WYO. | POY | | | | See Powell, Wyo. | | | | | | | |
| LUBBOCK, TEX. | LBB | BN | PO 3-2805 | PO-5-7428 | 9,5,52 | 200 | A | A | DAL | | .80 | 1.35 |
| | | CO | | PO-3-4646 | 3,22 | 200 | A | A | DAL | | .80 | 1.35 |
| | | CN | | PO-3-9457 | 3 | 200 | A | A | DAL | | .80 | 1.35 |
| LUFKIN, TEX. | LFK | TT | NE 4-3011 | 3-4521 | 3 | 150 | C | | BUJ | | .50 | 1.00 |
| LYNCHBURG, VA. | LYH | PI | VI 7-7783 | VIctor 6-6575 | 3 | 100 | C | C | RIC | G | .75 | 1.75 |
| MACON, GA. | MCN | DL | SHerwood 3-3236 | 3-6731 | 9 | 250 | C | C | ATL | G | .50 | 1.35 |
| | | EA | | 2-8701 | 19,9 | 200 | C | C | ATL | | .50 | 1.35 |
| MADISON, WISC. | MSN | NO | ALpine 5-6741 | CHerry 4-6201 | 3 | 100 | A | A | MKE | | .60 | 1.25 |
| | | NW | | CHerry 9-4816 | 6,4,10 | 200 | A | A | MKE | | .60 | 1.25 |
| | | OZ | | CHerry 9-6441 | 3,54 | 200 | A | A | MKE | | .60 | 1.25 |
| MAGNOLIA, ARK. | AGO | TT | MA-81 | 711 | 3 | 150 | C | C | DAL | | No Service Available | |
| MANCHESTER, N. H. | MHT | NE | NAtional 5-8543 | NAtional 3-7201 | 3 | 200 | C | C | BOS | | No Service Available | |
| MANDAN, N. D. | BIS | | | | See Bismark, N. D. | | | | | | | |
| MANHATTAN, KAN. | MHK | CO | MA 8-3930 | PRospect 8-2152 | 3 | 200 | C | C | MKC | | No Service Available | |
| MANITOWOC, WISC. | MTW | NO | 3357 | MUrray 4-5657 | 3 | 200 | C | C | | | No Service Available | |
| MANKATO, MINN. | MKT | NO | 5371 | 3708 | 3 | 200 | C | C | | | No Service Available | |
| MANSFIELD, OHIO ⊕ | MFD | LC | LAfayette 5-0361 | LAfayette 4-7411 | 3 | 200 | | | | | | |
| MARFA, TEX. | MRF | TT | 95 | 235 | 3 | 150 | C | | ELP | | No Service Available | |
| MARIANNA, FLA. | MAI | NA | HUdson 2-2427 | HUdson 2-2726 | 9 | 100 | C | C | PFN | G | .50 | 1.00 |
| MARIETTA, OHIO | PKB | | | DRake 5-6350 | See Parkersburg, W. Va. | | | | | | | |
| MARINETTE, WISC. | MNM | | | | See Menominee, Mich. | | | | | | | |
| MARION, ILL. ⊕ | MNN | OZ | NY 3-2305 | 714 | 3,54 | 200 | C | | | | No Service Available | |
| MARION, IND. ⊕ | MZZ | LC | 2401 | ORleans 4-6585 | 3 | 200 | C | | | | | |
| MARION, OHIO ⊕ | MNN | LC | 2-0553 | DUpont 2-2575 | 3 | 200 | | | | | | |
| MARQUETTE, MICH. | MQT | NO | | GRanite 5-4194 | 3 | 200 | C | C | | | No Service Available | |
| MARSHALL, TEX. | ASL | TT | | 4-4336 | 3 | 150 | C | | DAL | | .50 | 1.00 |
| MARTHA'S VINEYARD, MASS. | MVY | NE | | Vineyard Haven 1400 | 3 | 200 | C | C | EWB | | No Service Available | |
| MARYSVILLE, CALIF. | MVY | PC | | SHerwood 3-5487 | 3 | 200 | C | C | SFO | | No Service Available | |
| MASON CITY, IOWA | MCW | OZ | GA 3-2123 | 1095 | 3,54 | 200 | A | | MSP | | .55 | 1.50 |
| MASSENA, N. Y. | MSS | EA | ROckwell 9-2728 | Rockwall 4-0505 | 19 | 200 | C | C | A | | No Service Available | |
| MATANE, P. Q. | YMQ | QBA | | | 3 | 400 | | | | | | |
| MATTOON, ILL. | MTO | OZ | ADams 4-7940 | ADams 4-7100 | 3,54 | 200 | C | | | | No Service Available | |
| MAYO, Y. T. | YWA | CP | | CPA | 3 | 200 | | C | | | | |
| MCALESTER, OKLA. | MLC | CN | | GArden 3-4758 | 3 | 200 | C | C | DAL | | No Service Available | |
| MCALLEN, TEX. | MMK | TT | MU 6-7811 | MU-6-3707 | 3 | 150 | | | BRO | | .50 | 1.00 |
| MCCOOK, NEB. | MCK | FL | | 96 | 3 | 200 | | | CMA | | No Service Available | |
| MCGRATH, ALASKA | MCG | AS | | | 3,4 | 1000 | | | | | .35 | .50 |
| MEDFORD, ORE. | MFR | PC | 2-6433 | SPring 2-6161 | 3,19 | 200 | C | C | OTH | | .55 | 1.60 |
| | | UA | | SPring 3-6233 | 9 | 300 | C | C | OTH | | .55 | 1.60 |
| | | WC | | SPring 2-7269 | 3 | 150 | C | C | OTH | | .55 | 1.60 |
| MEDICINE HAT, ALTA | YXH | TC | | JAckson 6-2605 | 3 | 200 | C | C | C | | .70 | .75 |
| MELBOURNE, FLA. | MLB | EA | | 765 | 19,9 | 200 | A | C | PBI | | .60 | 1.20 |
| | | NA | | PArkway 3-6444 | 9 | 200 | A | C | PBI | | .60 | 1.20 |
| MEMPHIS, TENN. | MEM | AA | WHitehall 8-2714 | WHitehall 8-3374 | 5,9,10,15,52 | 8000 | A | A | C | G | .55 | 1.35 |
| | | BN | | WHitehall 6-8395 | 9 | 200 | A | A | C | | .55 | 1.35 |
| | | CA | | WHitehall 8-0393 | 22,9 | 250 | A | A | C | | .55 | 1.35 |
| | | DL | | WHitehall 8-2606 | 9,15,19,1A,32 | 6000 | A | A | C | | .55 | 1.35 |
| | | EA | | WHitehall 2-2489 | 8,19,9 | 200 | A | A | C | | .55 | 1.35 |
| | | SO | | WHitehall 8-1440 | 3 | 200 | A | A | C | | .55 | 1.35 |
| | | TT | | WHitehall 6-2535 | 3 | 150 | A | A | C | | .55 | 1.35 |
| MENOMINEE, MICH. | MNM | NO | UNion 3-3000 | UNion 3-6677 | 3 | 200 | C | C | | | No Service Available | |
| MERCED, CALIF. | MCE | UA | | RAndolph 2-8011 | 9 | 200 | C | C | SFO | G | .50 | 1.00 |
| MERIDIAN, MISS. | MKI | DL | 2-0242 | 2-3141 | 9 | 300 | A | C | BHM | | .35 | .75 |
| | | SO | | 485 5165 | 3 | 200 | A | C | BHM | | .35 | .75 |
| MEXICO CITY, D. F. | MEX | AA | | 22-12-22 | 5,15,10 | 600 | | | A | | | |
| | | BN | | 46-21-54 | 52 | 200 | | | | | | |
| | | EA | | 22-77-70 | 10 | 200 | | | A | | | |
| | | PAA | | 46-46-60 | 2,3,50,53 | 5000 | | A | A | | | |
| | | WA | | 46-90-40 | 6 | 200 | | | A | | | |
| | | CMA | | 12-21-96 | 3,4,5,24 | | | A | A | | | |
| | | AERO | | 18-50-40 | 4,5,8,9,14A | | | A | A | | | |
| | | LACS | | 46-46-60 | 9 | | | | | | | |
| MIAMI, FLA. | MIA | Avianca | | NEwton 3-2491 | 4,8 | 660 | | A | A | | | |
| | | BN | NEwton 5-0741 | NEwton 4-1951 | 5,10,50 | 500 | A | A | AC | G | .75 | 1.60 |
| | | BA | | NEwton 4-4573 | 22 | 700 | A | A | AC | | .80 | 1.60 |
| | | CA | | | 22 | 200 | | | | | .75 | 1.60 |
| | | CU | | TUxedo 7-4341 | 1,3,8,14A,22 | 200 | A | A | AC | | .80 | 1.60 |
| | | DL | | NEwton 5-2661 | 5,10,1-A,53 | 6000 | A | A | AC | | .75 | 1.60 |
| | | EA | | NEwton 4-3571 | 19,7,23,53A,10,19, 52,9 | 4000 | A | A | AC | | .75<br>.80 | 1.60<br>1.60 |
| | | Guest | | | 8 | 200 | | | | | | |
| | | KLM | | FRanklin 3-8455 | 5 | 550 | A | A | AC | | .80 | 1.60 |
| | | LACSA | | NEwton 3-2491 | 1,9 | | A | A | AC | | | |
| | | NA | | TUxedo 5-2581 | 9,5,6.10,52,7,23 | 6000 | A | A | AC | | .75 | 1.60 |
| | | NE | | NEwton 4-6741 | 6,50 | 200 | A | A | AC | | .75 | 1.60 |
| | | NW | | | 52,53B | 200 | | | | | .75 | 1.60 |
| | | PAA | | FRanklin 3-7383 | 2,6,10,50,15,53 | 10000 | A | A | AC | | .80 | 1.60 |
| | | RD | | TUxedo 7-3501 | 1,15 | 10000 | A | A | AC | | .75 | 1.60 |
| | | RN | | 88-6743 | | 10000 | A | A | AC | | .80 | 1.60 |
| | | TW | | NEwton 3-6511 | 7,50 | 400 | A | A | AC | | .75 | 1.60 |
| | | VE | | | | 10000 | A | A | AC | | .80 | 1.60 |
| | | AVENSA | | | 1,6 | | A | A | AC | | | |
| MIDLAND, TEX. | MAF | AA | MUtual 2-1751 | MUtual 4-8281 | 5 | 250 | C | C | ELP | | .40 | 1.25 |
| | | CO | | MUtual 2-1114 | 3,22 | 200 | C | C | ELP | | .40 | 1.25 |
| MILES CITY, MONT. | MLS | FL | CEdar 2-3831 | CEdar 2-1401 | 3 | 200 | C | A | GTF | | No Service Available | |
| MILWAUKEE, WISC. | MKE | AA | HUmboldt 1-4640 | SHeridan 4-9855 | 9 | 250 | A | A | C | G | .60 | 1.65 |
| | | | | | | (4,000 via MDW) | | | | | | |
| | | CA | | SHeridan 4-3327 | 3,22 | 250 | A | A | C | | .60 | 1.65 |
| | | EA | | HUmboldt 1-4600 | 7,10 | 200 | A | A | C | G | .60 | 1.65 |
| | | FT | | HUmboldt 3-5000 | Served through MDW | 10000 | A | A | C | | .60 | 1.65 |
| | | NO | | HUmboldt 1-0500 | 3,9 | 200 | A | A | C | | .60 | 1.65 |
| | | NW | | HUmboldt 3-0443 | 6,4,15,10,52 | 2000 | A | A | C | | .60 | 1.65 |
| | | OZ | | HUmboldt 3-3210 | 3,54 | 200 | A | A | C | | .60 | 1.65 |
| | | UA | | HUmboldt 1-3800<br>HUmboldt 1-3809 | 10,6 | 300 | A | A | C | | .60 | 1.65 |
| MINNEAPOLIS, MINN. | MSP | BN | PArkway 2-3898 | PArkway 4-8748 | 9,5,52 | 500 | A | A | C | G | .55 | 1.30 |
| | | CA | | PArkway 1-1831 | 22 | 150 | A | A | C | | .55 | 1.30 |
| | | EA | | PArkway 1-5508 | 7,10,52 | 200 | A | A | C | G | .55 | 1.30 |
| | | FT | | PArkway 9-8321 | 1 | 6000 | A | A | C | | .55 | 1.30 |
| | | NO | | PArkway 2-8281 | 3,9 | 200 | A | A | C | | .55 | 1.30 |
| | | NW | | PArkway 1-3567, Ext. 204 | 53B,4,6,10,15,52 | 2000 | A | A | C | | .55 | 1.30 |
| | | OZ | | RAndolph 1-4456 | 3,54 | 200 | A | A | C | | .55 | 1.30 |
| | | WA | | PArkway 1-3383 | 9,6,52 | 200 | A | A | C | | .55 | 1.30 |
| MINOT, N. D. | MOT | FL | 41-149 | TEmple 8-0225 | 3 | 200 | | | MSP | | No Service Available | |
| | | NO | | TEmple 2-8212 | 3 | 200 | | | MSP | | No Service Available | |
| MISSION, TEX. | MMK | | JU 5-1762 | | See McAllen, Tex. | | | | | | | |
| MISSOULA, MONT. | MSO | NW | LI 3-7421 | 2-2471 | 4,6 | 200 | C | A | GTF | | No Service Available | |
| MITCHELL, S. D. | MHE | NO | | WYman 6-8283 | 3 | 200 | C | C | | | No Service Available | |
| MOAB, UTAH | MOK | FL | | AL-3-6401 | 3 | 200 | C | C | DEN | | | |
| MOBILE, ALA. | MOB | CA | HEmlock 2-2741 | GReenwood 9-6276 | 22 | 200 | A | A | C | G | .55 | 1.60 |
| | | EA | | GReenwood 9-1401 | 7,23,16,52 | 4000 | A | A | C | | .55 | 1.60 |
| | | NA | | DIamond 2-3521 | 9 | 400 | A | A | C | | .55 | 1.60 |
| | | SO | | DIamond 2-0733 | 3 | 100 | A | A | C | | .55 | 1.60 |

| CITY | CODE | CARRIER | AIR EXPRESS TELEPHONE | AIR FREIGHT TELEPHONE | AIRCRAFT | Maximum Weight Per Piece | Rail Express | Motor Freight | Customs Facilities | Air Bee | Pick Up and Delivery: Per 100 Lb. | Pick Up and Delivery: Minimum |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MODESTO, CALIF. | MOD | UA | | LAmbert 3-3211 | 9 | 200 | A | A | SFO | | .50 | 1.25 |
| MOLINE, ILL. | MLI | OZ | 2-3641 | 2-7591 | 3,54 | 200 | A | C | PIA | | .55 | 1.25 |
| | | UA | | MOline 2-7701 | 6,10,5 | 400 | A | C | PIA | | .55 | 1.25 |
| MONCTON, N. B. | YQM | TC | | EV-4-9151 | 13,22A | 1000 | C | C | C | | .50 | 1.00 |
| | | MAR | | 4-9181 | | | | | | | | |
| MONROE, LA. | MLU | DL | FAirfax 2-2675 | FA-3-5116 | 9 | 300 | C | C | MSY | | .60 | 1.20 |
| | | SO | | FA-5-4601 | 3 | 200 | C | C | | | .60 | 1.20 |
| | | TT | | | | | C | C | | | .60 | 1.20 |
| MONT JOLI, P. Q. | YYY | QBA | | | 3 | 400 | | | | | | |
| MONTE VISTA, COLO. | MVS | | Monte Vista - 19 | | See Alamosa, Colo. | | | | | | | |
| MONTEREY, CALIF. | MRY | PC | AM 2-4803 | FRontier 2-7571 | 3,19,54 | 200 | A | C | SFO | G | .55 | 1.10 |
| | | UA | | FRontier 5-3157 | 9 | 300 | A | C | SFO | | .55 | 1.10 |
| MONTGOMERY, ALA. | MGM | DL | AMherst 2-3801 | AM-4-7313 | 9 | 200 | A | A | MSY | G | .40 | .85 |
| | | EA | | CHerry 7-7361 | 19,8,9 | 200 | A | A | MSY | | .40 | .85 |
| MONTPELIER, VT. | MPV | NE | CApitol 3-7101 | CApitol 3-2395 | 3 | 200 | C | C | BTV | | No Service Available | |
| MONTREAL, QUE. | YUL | AF | University 1-7311 | UNiversity 6-8344 | 7 | 200 | A | C | AC | | .35 | .75 |
| | | AZ | | VIctor 2-6661 | 10,53 | 200 | A | A | AZ | | .45 | 1.00 |
| | | CP | | UNiversity 6-2901 | 14A | 500 | A | AC | AC | | .45 | 1.00 |
| | | EA | | MElrose 1-3870 | 19,52,7 | 200 | C | C | A | | No Service Available | |
| | | KLM | | UNiversity 1-3411 | 7,10,15,23 | 10000 | A | C | AC | | .35 | .75 |
| | | NE | | MElrose 1-8591 | 22 | 200 | C | C | A | | .50 | 1.25 |
| | | SN | | | | | | | | | | |
| | | TC | | HUnter 9-5781 | 12,13,7,22,53C | 1500 | A | A | A | | .45 | 1.00 |
| MONTROSE, COLO. | MTJ | FL | | CHerry 9-4236 | 3 | 200 | C | A | DEN | | No Service Available | |
| MOREHEAD CITY, N. C. | MRH | PI | | PA-8-4734 | 3 | 100 | C | C | C | | .35 | .75 |
| MORGANTOWN, W. VA. | MGW | CA | 7101 | 2-3301 | 3 | 150 | C | C | PIT | G | .55 | 1.25 |
| MOSCOW, IDA. | PUW | | 2-1229 | | See Pullman, Wash. | | | | | | | |
| MOSES LAKE, WASH. | EPH | | | | See Ephrata, Wash. | | | | | | | |
| MOULTRIE, GA. | MGR | SO | 445 | YU-5-4048 | 3 | 100 | C | | | | .75 | 1.50 |
| MUNCIE, IND. | MIE | LC | ATlas 8-4446 | ATlas 8-3629 | 3 | 200 | C | | | | | |
| MUSKEGON, MICH. | MKG | CA | 2-6639 | 3-1870 | 3,4 | 250 | A | C | C | G | .50 | 1.25 |
| MUSKOGEE, OKLA. | MKO | CN | MUrray 2-0191 | MUrray 7-5494 | 3 | 200 | C | A | MKC | | No Service Available | |
| MYRTLE BEACH, S. C. | MYR | PI | | HIllcrest 8-6559 | 3 | 100 | C | | CHS | | .45 | .85 |
| NANTUCKET, MASS. | ACK | NE | 702-W | 1140 | 3 | 200 | C | C | EWB | | No Service Available | |
| NASHVILLE, TENN. | BNA | AA | ALpine 5-3523 | CHapel 2-6336 | 5,9,10,15,52 | 4500 | A | A | C | G | .55 | 1.10 |
| | | BN | | ALpine 5-5323 | 10,9 | 500 | A | A | C | | .55 | 1.10 |
| | | EA | | ALpine 5-7412 | 9,19,10,7 | 200 | A | A | C | | .55 | 1.10 |
| | | OZ | | CHapel 2-4363 | 3,54 | 200 | A | A | C | | .55 | 1.10 |
| | | SO | | ALpine 4-0546 | 3 | 200 | A | A | C | | .55 | 1.10 |
| | | TW | | ALpine 4-7726 | 7 | 250 | A | A | C | | .55 | 1.10 |
| NATCHEZ, MISS. | HEZ | SO | 8623 | 6963 | 3 | 100 | C | | | | .75 | 1.50 |
| NELSON, B. C. | YCG | CP | | | 9 | 200 | | | | | .25 | .60 |
| NEW BEDFORD, MASS. | EWB | NE | WYman 6-8553 | WYman 9-6441 | 3 | 200 | A | C | C | | .35 | .75 |
| NEW BERN, N. C. | EWN | NA | 2711 | MElrose 7-5151 | 6 | 200 | C | C | IMN | | .55 | 1.10 |
| | | PI | | MElrose 7-3972 | 3 | 100 | A | C | IMN | | .55 | 1.10 |
| NEW HAVEN, CONN. | HVN | AL | MAin 4-3151 | HObart 7-1610 | 9,19 | 150 | A | A | C | | .55 | 1.25 |
| | | EA | | HObart 7-6311 | 19 | 200 | A | A | C | | .55 | 1.25 |
| NEW IBERIA, LA. | LFT | | EM 4-7371 | | See Lafayette, La. | | | | | | | |
| NEW LONDON, CONN. | GON | AL | Gibson 2-5363 | HIlltop 5-7405 | 19 | 150 | C | | C | | .50 | 1.25 |
| NEW ORLEANS, LA. | MSY | BN | KEnner 4-3077 | LA-4-3411 | 9,5 | 200 | C | A | AC | | .55 | 1.25 |
| | | CA | | KEnner 4-3500 | 22,8 | 200 | C | A | AC | | .55 | 1.25 |
| | | DL | | KEnner 4-3658 | 9,1A,5,10,53 | 6000 | C | A | AC | | .55 | 1.25 |
| | | EA | | 739-3601 | 7,10,23,53A,52,9 | 4000 | C | A | AC | | .55 | 1.25 |
| | | NA | | KEnner 4-3616 | 9,5,6,10,52 | 400 | C | A | AC | | .55 | 1.25 |
| | | PAA | | JAckson 2-6391 | 2,6 | 2000 | C | A | AC | | .55 | 1.25 |
| | | SO | | KEnner 7-0158 | 3 | 200 | C | A | AC | | .55 | 1.25 |
| | | TA | | CAnal 8374 | 4 | 4500 | C | A | AC | | .55 | 1.25 |
| | | TT | | | | | C | A | AC | | .55 | 1.25 |
| | | AVENSA | | | 6 | | C | A | AC | | | |
| NEW PHILADELPHIA, OHIO | PHD | LC | DO 4-2985 | 4-2729 | 3 | 200 | | | | | | |
| NEW YORK, N. Y., or NEWARK, N. J. (La Guardia) | LGA | AA | MUrrayhill 6-7900 | HAvermeyer 4-7600 | 5,9,52 | 10000 | A | A | AC | G | 1.00 | 2.00 |
| | | CA | | MItchell 2-3002 | 22,8 | 200 | A | A | AC | | 1.00 | 2.00 |
| | | EA | | NE-9-8200 | 7,8,16,19,52 | 500 | A | A | AC | | 1.00 | 2.00 |
| | | NE | | ILlinois 7-3000 | 9,3,6,22 | 200 | A | A | AC | | 1.00 | 2.00 |
| | | NY | | DEfender 5-6600, Ext 16 | 20,21 | 200 | A | A | AC | | 1.00 | 2.00 |
| | | TW | | OXford 5-4525 | 8,7,19 | 400 | A | A | AC | | 1.00 | 2.00 |
| | | UA | | ILlinois 8-4900 | 5,6 | 6000 | A | A | AC | | 1.00 | 2.00 |
| (Idlewild) | IDL | AA | | HAvermeyer 4-7600 | 5,9,10,15,50,50a,52 | 6000 | A | A | AC | G | 1.00 | 2.00 |
| | | AET | | OLympia 6-6160 | 7 | 550 | | | | | | |
| | | AERONAVES | | ST-6-7341 | 14A | | A | A | AC | | | |
| | | AF | | OLympia 6-5800 | 7 | 200 | A | A | AC | | 1.00 | 2.00 |
| | | AVIANCA | | ST-6-7341 | 7 | 660 | A | A | AC | | | |
| | | AZ | | JUdson 2-6500 | 10,53 | 440 | A | A | AC | | 1.00 | 2.00 |
| | | BA | | OLympia 6-5600 | 11,8 | 11100 | A | A | AC | | | |
| | | BN | | OLympia 6-5243 | 50 | 500 | A | A | AC | | 1.00 | 2.00 |
| | | CA | | HAvermeyer 9-5340 | 22,8 | 200 | A | A | AC | | 1.00 | 2.00 |
| | | Cubana | | | 3,22,7 | 200 | | | | | | |
| | | DL | | OLympia 6-5822 | 8,10,53 | 200 | A | A | AC | | 1.00 | 2.00 |
| | | EA | | OLympia 6-5109 | 6,7,10,19,52,23,53A | 4000 | A | A | AC | | | |
| | | LH | | OLympia 6-5560 | 7 | | A | A | AC | | | |
| | | LY | | OLympia 6-5290 | 8 | 650 | A | A | AC | | | |
| | | KLM | | WHitehall 4-3480 | 2,10,15,23,8,7 | 10000 | A | A | AC | | .55 | 1.75 |
| | | NA | | OXford 7-8181 | 9,5,6,10,52,7,23 | 10,000 | A | A | AC | | 1.00 | 2.00 |
| | | NE | | OLympia 6-5398 | 9,3,6,22 | 200 | A | A | AC | | 1.00 | 2.00 |
| | | NW | | MUrrayhill 7-4680 | 6,10,15,52,53B | 2000 | A | A | AC | | 1.00 | 2.00 |
| | | NY | | DEfender 5-6600 | 20,21 | 200 | A | A | AC | | 1.00 | 2.00 |
| | | PAA | | EX 2-5700 | 2,6,10,50,15,53 | 10000 | A | A | AC | | 1.00 | 2.00 |
| | | RD | | OLympia 6-5748 | 1,2,15 | 10000 | A | A | AC | | 1.00 | 2.00 |
| | | SAB | | | 14,9,5,15,10 | 440 | | | | | | |
| | | SN | | JUdson 6-1050 | 5,6,15 | 400 | A | A | AC | | | |
| | | SK | | OLympia 7-8000 | 5,6,10 | 1000 | A | A | AC | | | |
| | | SR | | PLaza 7-4433 | 2,6 | 6000 | A | A | AC | | | |
| | | TC | | JUdson 6-3210 | 22A | 500 | A | A | AC | | 1.00 | 2.00 |
| | | TRC | | OLympia 6-5997 | 4,6,2 | 4000 | A | A | AC | | 1.00 | 2.00 |
| | | TW | | OXford 5-4525 | 8,7,23,50 | 7500 | A | A | AC | | 1.00 | 2.00 |
| | | UA | | OLympia 6-5777 | 15,10,53,50c,5 | 6000 | A | A | AC | | 1.00 | 2.00 |
| (Newark) | EWR | AA | | MArket 3-4062 | 9,5,15,10,52 | 6000 | A | A | AC | G | 1.00 | 2.00 |
| | | AL | | MItchell 3-3888 | 3,19,9 | 150 | A | A | AC | | 1.00 | 2.00 |
| | | BN | | MArket 3-2041 | 10,15 | 10000 | A | A | AC | | 1.00 | 2.00 |
| | | CA | | MItchell 2-3002 | 22,8 | 200 | A | A | AC | | 1.00 | 2.00 |
| | | DL | | MArket 3-3543 | 1-A,10 | 6000 | A | A | AC | | 1.00 | 2.00 |
| | | EA | | MItchell 3-8389 | 23,7,10,19,52 | 4000 | A | A | AC | | 1.00 | 2.00 |
| | | FTL | | MArket 4-3700 | 23 | 10000 | A | A | AC | | 1.00 | 2.00 |
| | | MO | | MItchell 2-0335 | 9,3 | 200 | A | A | AC | | 1.00 | 2.00 |
| | | NA | | MArket 4-1953 | 9,5,6,10,7 | 400 | A | A | AC | | 1.00 | 2.00 |
| | | NW | | | 6,10 | 200 | A | A | AC | | 1.00 | 2.00 |
| | | NY | | MItchell 2-8681 | 20,21 | 200 | A | A | AC | | 1.00 | 2.00 |
| | | TW | | MArket 3-5640 | 8,7,19 | 400 | A | A | AC | | 1.00 | 2.00 |
| | | UA | | MArket 2-2369 | 15,10,6,5 | 60000 | A | A | AC | | 1.00 | 2.00 |
| NEWCASTLE, WYO. | ECS | FL | | SH-6-4421 | 3 | 200 | C | D | DEN | | | |

| CITY | CODE | CARRIER | AIR EXPRESS TELEPHONE | AIR FREIGHT TELEPHONE | AIRCRAFT | Maximum Weight Per Piece | Rail Express | Motor Freight | Customs Facilities | Air Bus | Pick Up and Delivery Per 100 Lb. | Pick Up and Delivery Minimum |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NEWPORT, VT. | EFK | NE | Seasonal. | 1099. | 3 | 200 | C | | C | | | |
| NEWPORT NEWS, VA. | PHF | CA. | 5-1253. | WArwick 8-1141. | 3,4 | 150 | C | C | C | G | .55 | 1.35 |
| | | NA. | | LYric 6-1571 | 5,6 | 200 | C | C | C | | .55 | 1.35 |
| | | PI. | | LYric 6-2621. | 3 | 100 | C | C | C | G | .55 | 1.35 |
| NIAGARA FALLS, N. Y. | IAG | AA. | BUtler 5-1243 | | Served through Buffalo N. Y. | | | | | | .65 | 1.95 |
| | | CA. | | | Served through Buffalo N. Y. | | | | | | .65 | 1.95 |
| | | MO. | | | Served through Buffalo N. Y. | | | | | | .65 | 1.95 |
| | | AL. | | | Served through Buffalo N. Y. | | | | | | .65 | 1.95 |
| NOME, ALASKA ® | OME | ASA | | MAin 199. | 3,4 | 1000 | | | | | .90 | 1.00 |
| NORFOLK, NEB. | OFK | FL. | | FRontier 1-0415 | 3 | 200 | | | | | No Service Available | |
| | | NO. | | FRontier 1-5600 | 3 | 200 | | | | | No Service Available | |
| NORFOLK, VA. | ORF | CA. | MAdison 5-4564. | LOwell 3-3101 | 3,4,22,8. | 250 | A | C | C | G | .55 | 1.25 |
| | | NA. | | ULysses 3-4378. | 5,6 | 400 | A | C | C | | .55 | 1.25 |
| | | PI. | | ULysses 5-4761. | 3 | 100 | A | C | C | G | .55 | 1.25 |
| | | RD. | | LOwell 3-4978 | 1 | 6000 | A | C | C | | .55 | 1.25 |
| NORTH BAY, ONT. | YYB | TC. | | 3366. | 22. | 500 | C | C | C | | .50 | 1.00 |
| NORTH BEND, ORE. | OTH | WC. | | SKyline 9-1011. | 3 | 150 | A | A | C | | No Service Available | |
| NORTH EAST CAPE, ALASKA ® | OHC | AS. | | | 3 | 500 | | | | | | |
| NORTH HOLLYWOOD, CALIF. ® | | LX. | | | 20. | 200 | | | LAX | | | |
| NORTH PLATTE, NEB. | LBF | FL. | 151 | LE-2-3600 | 3,9 | 200 | C | | DEN | | No Service Available | |
| NORWALK, CONN. | | NY. | TEmple 8 4708 | | 19. | 200 | | | | | No Service Available | |
| OAKLAND, CALIF. | OAK | WA. | TEmplebar 2-5030. | LOckhaven 8-3012 | 6 | 200 | A | A | SFO | | .80 | 1.70 |
| OCALA, FLA. | OCA | EA. | MA 2-4342 | MA-2-3207 | 19. | 200 | A | C | TPA | G | .35 | .75 |
| ODESSA, TEX. | MAF | AA. | FE 2-5412 | FE-7-3561 | 5 | 250 | C | C | ELP | | .40 | 1.25 |
| | | CO. | | FEderal 7-2371. | 9,3 | 200 | C | C | ELP | | .40 | 1.25 |
| OGDEN, UTAH | OGD | WC. | EXport 4-5509 | EXport 4-4533 | 3 | 150 | C | A | DEN | | .40 | 1.10 |
| OGENSBURG, N.Y. | OGS | MO. | 24. | 1226. | 3 | 200 | C | C | C | | No Service Available | |
| OIL CITY, PA. | FKL | | | | See Franklin, Pa. | | | | | | | |
| OKLAHOMA CITY, OKLA. | OKC | AA. | CEntral 2-9101. | MElrose 2-6378. | 9,5,10. | 600 | A | A | DAL | G | .70 | 1.40 |
| | | BN. | | MUtual 5-5113 | 9,5,52. | 500 | A | A | DAL | | .70 | 1.40 |
| | | CO. | | MUtual 5-7791 | 3,22. | 200 | A | A | DAL | | .70 | 1.40 |
| | | CN. | | MUtual 5-7744 | 3 | 200 | A | A | DAL | | .70 | 1.40 |
| | | TW. | | MElrose 8-3377. | 8 | 250 | A | A | DAL | | .70 | 1.40 |
| OLYMPIA, WASH. | OLM | WC. | 6-4721. | FLeetwood 6-6445. | 3 | 150 | C | A | C | | No Service Available | |
| OMAHA, NEB. | OMA | BN. | ATlantic 6254 | WEbster 0682. | 9,5 | 500 | A | A | C | G | .55 | 1.25 |
| | | FL. | | WEbster 8900. | 3,9 | 200 | A | A | C | | .55 | 1.25 |
| | | NO. | | ATlantic 9876 | 3 | 200 | A | A | C | | .55 | 1.25 |
| | | OZ. | | HArney 7957 | 3,54. | 200 | A | A | C | | .55 | 1.25 |
| | | UA. | | WEbster 2429. | 5,6,10,500. | 400 | A | A | C | | .55 | 1.25 |
| OMAK, WASH. | OMK | UC. | | 612 | 3 | 150 | C | C | GEC | | No Service Available | |
| ONTARIO, ORE. | ONO | WC. | | TUcker 9-5632 | 3 | 150 | C | C | GEG | | No Service Available | |
| ONTARIO, CALIF. | ONT | BL. | | YUkon 6-6724. | 54. | 200 | C | C | LAX | | .65 | 1.40 |
| | | WA. | | YUkon 6-1119. | 6 | 150 | C | | LAX | | .65 | 1.40 |
| ORANGE, CALIF. ® | | LX. | | | 20. | 200 | | | LAX | | | |
| ORLANDO, FLA. | ORL | DL. | GArdner 2-5192. | CHerry 1-4530 | 5,1A. | 4000 | | | | | .60 | 1.20 |
| | | EA. | | 4-4524. | 9,19,7,8,6,10 | 200 | A | A | TPA | G | .60 | 1.20 |
| | | NA. | | GArden 2-0709 | 9,10,23,52. | 5000 | A | A | TPA | | .60 | 1.20 |
| | | RD. | | GArden 5-2696 | 1 | 6000 | A | A | TPA | | .60 | 1.20 |
| OSHKOSH, WIS. | OSH | NO. | STanley 1880. | BEverly 5-3105. | 3,9 | 200 | C | C | | | .65 | 1.25 |
| OSSINING, N. Y. | | NY. | Medford 1-0056. | | 20. | 200 | | | LGA | | No Service Available | |
| OTTAWA, ONT. | YOW | EA. | CEntral 2-7371. | TA 2-0475 | 7 | 200 | C | C | AC | | | |
| | | TC. | | CEntral 2-9611. | 22. | 300 | C | C | C | | .50 | 1.00 |
| OTTUMWA, IOWA | OTM | OZ. | MUrray 2-1824 | MUrray 2-1660 | 3,54. | 200 | A | A | PIA | | .50 | 1.00 |
| OWENSBORO, KY. | OWB | EA. | MUrray 3-1077 | MUrray 3-1585 | 19. | 200 | C | C | SDF | | No Service Available | |
| | | OZ. | | MUrray 4-2976 | 3,54. | 200 | C | C | SDF | | No Service Available | |
| OXNARD, CALIF. | OXR | PC. | | HUnter 3-4614 | 19,54 | 200 | C | C | LAX | | No Service Available | |
| PADUCAH, KY. | PUK | DL. | 2-1676. | 31732 | 9 | 200 | C | C | EVV | | .55 | 1.85 |
| | | OZ. | | 3-6238. | 3,54. | 200 | A | C | EVV | | .55 | 1.85 |
| PAGE, ARIZ. | PGA | BL. | | MIdway 5-2404 | 54. | 200 | | | | | | |
| PALATKA, FLA. | PLX | RD. | | | 1 (Demand Service) | 6000 | | | | | No Service Available | |
| PALMDALE, CALIF. | PMD | PC. | | | See Lancaster, Cal. | 200 | | | LAX | | | |
| PALM SPRINGS-INDIO, CALIF. | PSP | WA. | | FAirview 5-2709 | 6 | 200 | C | C | SAN | | No Service Available | |
| | | BL. | | FAirview 5-5053 | 54. | 200 | C | C | SAN | | No Service Available | |
| PANAMA CITY, FLA. | PFN | NA. | SU 5-4221 | POplar 3-9087 | 9 | 200 | A | C | C | G | .80 | 1.10 |
| | | SO. | | SUnset 5-6166 | 3 | 100 | | | | | .80 | 1.10 |
| PARIS, TEX. | PRX | CN. | SUnset 4-3595 | SUnset 4-8535 | 3 | 200 | C | A | DAL | | .55 | 1.25 |
| PARKERSBURG, W. VA. | PKB | AA. | Garfield 5-6711 | HUdson 5-5542 | 9 | 250 | C | C | PIT | G | .60 | 1.60 |
| | | AL. | | HUdson 5-4541 | 3,19. | 150 | C | C | PIT | | .60 | 1.60 |
| | | PI. | | GArfield 8-6787 | 3 | 100 | C | C | PIT | | .60 | 1.60 |
| PASCO, WASH. | PSC | WC. | LI 7-4242 | LIberty 7-5547. | 3 | 150 | C | C | GEG | | .50 | 1.50 |
| PASO ROBLES, CALIF. | PRB | PC. | | 1700. | 19,54 | 200 | C | C | LAX | | | |
| PATERSON, N. J. | PNJ | NY. | MUlberry 4-4310 | | 20. | 200 | | | LGA | | No Service Available | |
| PAWTUCKET, R. I. | SFZ | NE. | | POplar 2-6230 | 3 | 200 | A | C | PVD | | No Service Available | |
| PAYETTE, IDA. | PYO | | | | See Ontario, Ore. | | | | | | | |
| PEARL RIVER, N. Y. | PJR | | | | | | | | | | | |
| PECOS, TEX. | PEQ | TT. | | HI-5-2738 | 3 | 150 | C | A | ELP | | No Service Available | |
| PENDLETON, ORE. | PDT | UA. | CRestview 6-4651. | CRestview 6-7211. | 9,5,6 | 400 | C | A | GEG | | .45 | .95 |
| | | WC. | | CRestview 6-2461. | 3 | 150 | C | A | GEG | | .45 | .95 |
| PENSACOLA, FLA. | PNS | EA. | HEmlock 2-5166. | HEmlock 2-2314. | 8,9 | 200 | C | A | C | G | .50 | .95 |
| | | NA. | | HEmlock 2-5152. | 9 | 400 | C | A | C | | .50 | .95 |
| PENTICTON, B. C. | YYF | CP. | | 2947. | 9 | 200 | C | C | C | | .25 | .60 |
| PEORIA, ILL. | PIA | AA. | 4-9236. | 7-3555. | 9 | 250 | C | A | C | | .50 | 1.45 |
| | | OZ. | | 7-3548. | 3,54. | 200 | C | A | C | | .50 | 1.45 |
| PERU, IND. | OKK | | | | See Kokomo, Ind. | | | | | | | |
| PHILADELPHIA, PA. | PHL | AA. | SAratoga 6-8090 | SAratoga 7-7977 | 9,5,15,52,10,50 | 6000 | A | A | C | G | .65 | 1.70 |
| | | AL. | | SAratoga 7-7979 | 3,19. | 150 | A | A | C | | .65 | 1.70 |
| | | CA. | | SAratoga 7-6009 | 3,4,22. | 250 | A | A | C | | .65 | 1.70 |
| | | DL. | | SAratoga 7-9912 | 9,10,1-A. | 6000 | A | A | C | | .65 | 1.70 |
| | | EA. | | SAratoga 9-2115 | 10,7,19,8 | 200 | A | A | C | | .65 | 1.70 |
| | | PT. | | SAratoga 6-7100 | Served through NYC/EWR | 10000 | A | A | C | | .65 | 1.70 |
| | | NA. | | SAratoga 6-2235 | 5,6,23,52 | 4000 | A | A | C | | .65 | 1.70 |
| | | NE. | | SAratoga 4-0310 | 6,22. | 200 | A | A | C | | .65 | 1.70 |
| | | PAA | | LOcust 8-1360 | 50,53 | 600 | A | A | C | | .60 | 1.55 |
| | | RD. | | SAratoga 4-0332 | 1 | 6000 | A | A | C | | .65 | 1.70 |
| | | TW. | | LOcust 8-3230 | 8,7,19,50,23. | 4000 | A | A | C | | .65 | 1.70 |
| | | UA. | | SAratoga 7-9234 | 5,15,6,10,53,50e | 6000 | A | A | C | | .65 | 1.70 |
| PHILIPSBURG, PA. | PSB | AL. | DI 2-3510 | DIckens 2-1670. | 3,19. | 150 | C | | PHL | | .75 | 1.70 |
| PHOENIX, ARIZ. | PHX | AA. | BRidge 5-0351 | ALpine 8-6761 | 5,10,50e. | 600 | C | C | DUG | G | .55 | 1.40 |
| | | BL. | | ALpine 8-8466 | 54. | 200 | C | C | DUG | | .55 | 1.40 |
| | | FL. | | BRidge 5-7521 | 3,9 | 200 | C | C | DUG | | .55 | 1.40 |
| | | TW. | | BRidge 5-5487 | 8,7 | 250 | C | C | DUG | | .55 | 1.40 |
| | | WA. | | BRidge 5-6271 | 6,52. | 200 | C | C | DUG | | .55 | 1.40 |
| PIERRE, S. D. | PIR | NO. | CApital 4-5846. | CApital 4-7372 | 3 | 200 | C | C | OMA | | No Service Available | |
| | | WA. | | CApitol 4-7372 | 9,6 | 200 | C | C | OMA | | No Service Available | |

| CITY | CODE | CARRIER | AIR EXPRESS TELEPHONE | AIR FREIGHT TELEPHONE | AIRCRAFT | Maximum Weight Per Piece | Rail Express | Motor Freight | Customs Facilities | Air Bus | Pick Up and Delivery: Per 100 Lb. | Pick Up and Delivery: Minimum |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PINE BLUFF, ARK. | PBF | TT. | JE 4-0031 | JE-6-8612 | 3 | 150 | C | | MEM | | .50 | 1.00 |
| PINEHURST, N. C. | SOP | PI. | | Sou. Pines 2-8941 | 3 | 100 | C | C | RDU | | 1.00 | 1.00 |
| PITTSBURG, KAN. | PTS | OZ. | ADams 1-1240 | 3600 | 3,54 | 200 | C | | | | No Service Available | |
| PITTSBURGH, PA. | PIT | AA. | SPalding 1-2442 | SPaulding 1-2255 | 5 | 200 | A | A | C | G | .80 | 1.55 |
| | | AL. | | SPaulding 1-3514 | 3,19 | 150 | A | A | C | | .80 | 1.55 |
| | | CA. | | SPaulding 1-1600 | 3,4,8,22 | 250 | A | A | C | | .80 | 1.55 |
| | | EA. | | SPaulding 1-3100 | 9,7,19,52 | 200 | A | A | C | | .80 | 1.55 |
| | | LC | | SPaulding 1-4938 | 3 | 200 | A | A | C | | | |
| | | NW. | | SPaulding 1-1000 | 6 | 200 | A | A | C | | .80 | 1.55 |
| | | TW. | | EXpress 1-3240 | 8,7,19,50,23 | 3000 | A | A | C | | .80 | 1.55 |
| | | UA. | | FEderal 1-6137 | 10 | 200 | A | A | C | | .80 | 1.55 |
| PITTSFIELD, MASS. | PSF | MO. | Hillcrest 2-6921 | 2-8635 | 3 | 100 | C | C | BDL | | .55 | 1.30 |
| | | NE. | | 9857 | 3 | 200 | C | C | BDL | | .55 | 1.30 |
| PLAINVIEW, TEX. | PVW | CN. | | CApitol 4-7829 | 3 | 200 | | | DAL | | .35 | .75 |
| PLATTSBURG, N. Y. | PLB | EA. | JOrdan 3-0610 | 1983 | 19 | 200 | C | C | MAL | | No Service Available | |
| POCATELLO, ID | PIH | WA. | | CEdar 2-8756 | 9 | 200 | C | C | GTF | G | .55 | 1.15 |
| | | WC. | | CEdar 2-3584 | 3 | 150 | C | C | GTF | | .55 | 1.15 |
| POMONA, CALIF. | JPO | LX. | | | 20 | 200 | | | LAX | | | |
| PONCA CITY, OKLA. | PNC | CN. | ROgers 5-7071 | ROgers 2-1611 | 3 | 200 | C | A | MKC | | No Service Available | |
| PORT ANGELES, WASH. | CIM | WC. | | GLencourt 7-3101 | 3 | 150 | C | A | C | | No Service Available | |
| PORT ARTHUR, ONT. | YQT | TC. | | | | | | | | | .50 | 1.00 |
| PORT ARTHUR, TEX. | BPT | DL. | 2-4331 | YU-2-4321 | 9 | 300 | C | A | C | | .55 | 1.50 |
| | | EA. | | YU-3-3317 | 19,9 | 200 | C | A | C | | .55 | 1.50 |
| | | TT. | | | | | | | | | .55 | 1.50 |
| PORTLAND, ME. | PWM | NE. | SPruce 4-5791 | SPruce 4-3941 | 9,3 | 200 | A | C | PWM | | .50 | 1.00 |
| PORTLAND, ORE. | PDX | AS. | CApitol 8-8411 | ATlantic 8-5073 | 4,6 | 1000 | A | A | C | G | .65 | 1.50 |
| | | FT. | | ATlantic 1-1158 | 1 | 10000 | A | A | C | | .65 | 1.50 |
| | | NW. | | ATlantic 7-1103 | 4,6,10,53B, 15 | 2000 | A | A | C | | .65 | 1.50 |
| | | PAA | | CApitol 7-6675 | 50,53 | 600 | A | A | C | | .65 | 1.25 |
| | | PC. | | ATlantic 8-6101 | 19,54 | 200 | | | | | | |
| | | PN. | | ATlantic 8-5043 | 3,4,8 | | A | A | C | | .65 | 1.50 |
| | | UA. | | ATlantic 7-2411 | 9,6,10,5,53,50C,15 | 6000 | A | A | C | | .65 | 1.50 |
| | | WA. | | ATlantic 7-5771 | 6,52,50 | 200 | A | A | C | | .65 | 1.50 |
| | | WC. | | ATlantic 8-5551 | 3 | 150 | A | A | C | | .65 | 1.50 |
| PORTSMOUTH, OHIO | PMH | LC. | | BLackburn 9-6321 | 3 | 200 | | | | | | |
| POUGHKEEPSIE, N. Y. | POU | MO. | GRover 1-2800 | GRover 1-3900 | 3 | 100 | C | C | ALB | | No Service Available | |
| POWELL, WYO. | POY | FL. | SKyline 4-4151 | SKyline 4-4222 | 3 | 200 | C | C | GTF | | No Service Available | |
| PRESCOTT, ARIZ. | PRC | BL. | | 252 | 54 | 200 | C | C | DUG | | .65 | 1.20 |
| | | FL. | | HI-5-2100 | 3 | 200 | C | C | DUG | | .65 | 1.20 |
| PRESQUE ISLE, ME. | PQI | NE. | 6-811 | 4931 | 3 | 200 | A | A | HUL | | No Service Available | |
| PRINCE GEORGE, B. C. | YXS | CP. | | 7 | 3,6,9 | 200 | C | C | C | | | |
| PRINCE RUPERT, B. C. | YPR | CP. | | 3213 | | 200 | C | | C | | | |
| PRINCETON, W. VA. | BLF | PI. | | Enterprise 0500 | 3 | 100 | C | | INT | | No Service Available | |
| PROVIDENCE, R. I. | PVD | AL. | DExter 1-0140 | REgent 9-3100 | 9,19 | 150 | A | A | C | | .50 | 1.35 |
| | | EA. | | REgent 7-9616 | 8,10 | 200 | A | A | C | | .50 | 1.35 |
| | | FT. | | ELmhurst 1-8500 | Served Through Boston, Mass | | | | | | .50 | 1.35 |
| | | NA. | | REgent 9-1405 | 5 | 200 | A | A | C | | .50 | 1.35 |
| | | NE. | | UNion 1-3300 | 3 | 200 | A | A | C | | .50 | 1.35 |
| | | UA. | | TEmple 1-6950 | 6,10 | 400 | A | A | C | | .50 | 1.50 |
| PUEBLO, COLO. | PUB | CO. | LI 4-0037 | WHitney 8-3316 | 3,22 | 200 | C | A | DEN | G | .55 | 1.25 |
| | | FL. | | WHitney 8-3323 | 3 | 200 | C | A | DEN | | .55 | 1.25 |
| PULLMAN, WASH. | PUW | WC. | LOgan 8-5501 | LOgan 7-3761 | 3 | 150 | C | C | GEG | | .50 | 1.50 |
| QUEBEC CITY, QUE. | YOB | TC. | | | 22 | 600 | C | C | C | | .75 | 1.00 |
| QUESNEL, B. C. | YQZ | CP. | | | 60 | 200 | C | C | | | | |
| QUINCY, ILL. | UIN | OZ. | BAldwin 2-0123 | BAldwin 2-3442 | 3,54 | 200 | C | C | STL | | .75 | 1.75 |
| RALEIGH, N. C. | RDU | CA. | VAnce 8-4421 | TEmple 2-3876 | 3,22 | 150 | C | A | C | G | .70 | 1.50 |
| | | EA. | | TEmple 2-7380 | 8,19,7,9 | 200 | A | A | C | | .70 | 1.50 |
| | | PI. | | VAnce 8-5721 | 3 | 100 | C | A | C | G | .70 | 1.50 |
| RAPID CITY, S. D. | RAP | FL. | FI 2-0150 | FIllmore 3-6361 | 3 | 200 | C | C | DEN | | 1.05 | 1.10 |
| | | NO. | | FIllmore 3-5544 | 3 | 200 | C | C | DEN | | 1.05 | 1.10 |
| | | WA. | | FIllmore 2-7110 | 9,6 | 200 | C | C | DEN | | 1.05 | 1.10 |
| RAWLINS, WYO. | RWL | FL. | | EAst 4-4571 | 3 | 200 | C | C | DEN | | No Service Available | |
| READING, PA. | RDG | AL. | FRanklin 4-1191 | FRanklin 4-4508 | 3,19 | 150 | A | C | PHL | | .45 | 1.35 |
| | | EA. | | FRanklin 5-8565 | 19 | 200 | A | C | PHL | | .45 | 1.35 |
| | | CA. | | 4-4947 | 3 | 150 | A | C | PHL | | .45 | 1.35 |
| | | TW. | | FRanklin 6-7353 | 19 | 400 | A | C | PHL | | .45 | 1.35 |
| RED BLUFF, CALIF. | RBL | PC. | | LAurence 7-1701 | 3 | 200 | C | C | ACV | | No Service Available | |
| REDDING, CALIF. | RDD | PC. | | CHestnut 3-1211 | 3,54 | 200 | C | C | ACV | | No Service Available | |
| REDMOND, ORE. | RDM | WC | | | (See Bend, Ore.) | | | | | | | |
| REGINA, SASK. | YQR | TC. | | LAurence 2-5622 | 13,3,22 | 500 | C | C | C | | .50 | 1.00 |
| REHOBOTH BEACH | REH | | | | | | | | | | | |
| RENO, NEV. | RNO | BL. | FA 9-0466 | FAirview 9-0001 | 54 | 200 | C | C | SFO | G | .50 | 1.25 |
| | | UA. | | FAirview 9-1020 | 9,5,10 | 400 | C | C | SFO | | .50 | 1.25 |
| | | WA. | | FAirview 3-1801 | 6 | 200 | C | C | SFO | | .50 | 1.25 |
| RHINELANDER, WIS. | RHI | NO. | | FOrest 2-6316 | 3 | 200 | C | C | | | No Service Available | |
| RICHLAND, WASH. | PSC | | | | See Pasco, Wash. | | | | | | | |
| RICHMOND, IND. | RID | LC. | 2-2421 | 4-1121 | 3 | 200 | | | | | | |
| RICHMOND, VA. | RIC | CA. | ELgin 8-2301 | 7-4605 | 22,4 | 150 | A | A | C | | .45 | 1.25 |
| | | EA. | | FAirfield 4105 | 8,19 | 200 | A | A | C | | .45 | 1.25 |
| | | NA. | | REpublic 7-4186 | 9,6 | 200 | A | A | C | | .45 | 1.25 |
| | | PI. | | REpublic 7-4101 | 3 | 100 | A | A | C | G | .45 | 1.25 |
| RIMOUSKI, P. Q. | YRW | QBA | | | 3 | 400 | | | | | | |
| RIVERSIDE, CALIF. | JRD | BL. | | Overland 9-6221 | 54 | 200 | C | | LAX | | No Service Available | |
| RIVERTON, WYO. | RIW | FL. | | ULster 6-3552 | 3 | 200 | C | C | DEN | | No Service Available | |
| ROANOKE, VA. | ROA | AA. | DIamond 4-4962 | EMpire 6-3455 | 9 | 500 | A | A | RIC | G | .45 | 1.00 |
| | | EA. | | 6-0351 | 19 | 200 | A | A | RIC | | .45 | 1.00 |
| | | FI. | | EMpire 6-0381 | 19 | 100 | A | A | RIC | | .45 | 1.00 |
| ROCHESTER, MINN. | RST | BN. | ATlas 2-2706 | ATlas 9-4591 | 9 | 200 | C | A | C | G | .35 | .85 |
| | | NW. | | ATlas 2-1709 | 4,6 | 200 | C | A | C | | .35 | .85 |
| | | OZ. | | 3333 | 3,54 | 200 | C | A | C | | .35 | .85 |
| ROCHESTER, N. Y. | ROC | AA. | LOcust 2-9400 | FAirview 8-4040 | 5,9,10,52 | 500 | A | C | AC | G | .55 | 1.25 |
| | | CA. | | BEverly 5-8524 | 3,4,8,22 | 250 | A | C | AC | | .55 | 1.25 |
| | | FT. | | BAker 5-1473 | Served Through Buffalo N. Y. | | | | | | .55 | 1.25 |
| | | MO. | | FAirview 8-1550 | 9,3 | 200 | A | C | AC | | .55 | 1.25 |
| ROCKFORD, ILL. | RFD | OZ. | WOodlan 3-0471 | 5-0661 | 3,54 | 200 | | | | | .75 | 1.75 |
| | | NO. | | WOodland 5-1400 | 3 | 200 | | | | | .75 | 1.75 |
| ROCKLAND, ME. | RKD | NE. | LYnc 4-4341 | 804 | 3 | 200 | C | | C | | No Service Available | |
| ROCK SPRINGS, WYO. | RKS | FL. | | EMpire 2-5522 | 3 | 200 | C | C | DEN | | .50 | 1.00 |
| ROCKY MOUNT, N. C. | RMT | CA. | 2-2128 | 2-2144 | 3 | 150 | C | C | RDU | | .50 | 1.50 |
| ROME, GA. | RMG | EA. | 6628 | 2-1521 | 19 | 200 | C | A | ATL | | .40 | 1.00 |
| ROME, N. Y. | UCA | | | | See Utica, N. Y. | | | | | | | |
| ROSEBURG, ORE. | RBG | WC. | OR 3-4515 | ORchard 3-3231 | 3 | 150 | A | A | OTH | | No Service Available | |
| ROSWELL, N. M. | ROW | CO. | MAin 2-9160 | MA-2-7432 | 3 | 200 | C | C | ELP | | .35 | .75 |
| ROSS BAY, LAB. | YRF | QBA | | | 3 | 400 | | | | | | |
| ROUYN, QUE. | YUY | TC. | | | 22 | 200 | C | C | C | | .75 | 1.00 |
| RUPERT, IDA. | BYI | WC. | HE 6-3491 | ORchard 8-7402 | 3 | 150 | A | A | GFT | | No Service Available | |
| RUTHERFORD, N. J. | RTF | NY. | PRescott 7-2016 | | 20 | 200 | | | LGA | | No Service Available | |
| RUTLAND, VT. | RUT | EA. | PRospect 3-8688 | PRospect 3-6990 | 19 | 200 | C | C | BTV | | No Service Available | |
| SACRAMENTO, CALIF. | SAC | PC. | GIlbert 1-1235 | GArden 8-7200 | 19,3,54 | 200 | A | C | SFO | G | .60 | 1.35 |
| | | UA. | | GArden 1-1000 | 9,5,10 | 400 | A | C | SFO | | .60 | 1.35 |
| | | WC. | | GArden 1-2440 | 3 | 150 | A | C | SFO | | .60 | 1.35 |
| SAFFORD, ARIZ. | SAD | FL. | DA - 563 | 1004 | 3 | 200 | C | | DUG | | No Service Available | |
| SAGINAW, MICH. | MBS | CA. | PLeasant 2-3175 | OXbow 5-6371 | 3,22,4 | 250 | C | C | C | | .70 | 1.45 |

| CITY | CODE | CARRIER | AIR EXPRESS TELEPHONE | AIR FREIGHT TELEPHONE | AIRCRAFT | Maximum Weight Per Piece | Rail Express | Motor Freight | Customs Facilities | Air Box | Pick Up and Delivery: Per 100 Lb. | Pick Up and Delivery: Minimum |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SAGUENAY, QUE. | YBG | TC | | | 22 | 250 | | | | | No Service Available | |
| SAINT JOHN, N. B. | YSJ | TC | | 3-1231 | 22,13 | 500 | C | C | C | | .50 | 1.00 |
| ST. JOHN'S, N'FLD. | YYT | TC | | 2370 | 13,22 | 1000 | C | C | C | | .50 | 1.00 |
| | | MAR | | | 3,1,4 | 500 | A | A | A | | | |
| ST. JOSEPH, MICH. | | | | | See Benton Harbor | | | | | | | |
| ST. JOSEPH, MO. | STJ | FL | ADams 4-1677 | ADams 4-7919 | 3 | 200 | C | C | C | | .55 | 1.35 |
| | | OZ | | ADams 2-6066 | 3,54 | 200 | C | C | C | | .55 | 1.35 |
| ST. LOUIS, MO. | STL | AA | PErshing 1-2266 | PArkview 5-5510 | 9,5,10,15,52,50C | 7000 | A | A | C | G | .75 | 1.65 |
| | | BN | | PErshing 1-2243 | 9,22 | 200 | A | A | C | | .75 | 1.65 |
| | | CN | | PErshing 1-2231 | 3 | 200 | A | A | C | | .75 | 1.65 |
| | | DL | | PErshing 1-2194 | 9,5,10,1-A | 6000 | A | A | C | | .75 | 1.65 |
| | | EA | | PErshing 1-0510 | 9,19,10,52 | 200 | A | A | C | | .75 | 1.65 |
| | | OZ | | PErshing 1-0990-3 | 3,54 | 200 | A | A | C | | .75 | 1.65 |
| | | TW | | GEneva 6-4800 | 8.7.19.50,23 | 7500 | A | A | C | | .60 | 1.60 |
| ST. PAUL, MINN. | MSP | | CApital 2-7751 | | See Minneapolis, Minn. | | | | | | | |
| ST. PETERSBURG, FLA. | PIE | EA | STP 7-4346 | HEmlock 5-2121 | 7,9,52,8,10,19 | 200 | A | C | AC | G | .75 | 1.50 |
| | | DL | | HEmlock 6-7754 | 5 | 300 | C | C | AC | G | .75 | 1.50 |
| | | NA | | HEmlock 5-2161 | 9.52 | 200 | A | C | AC | | .75 | 1.50 |
| | | NE | | TAmpa 7-8492 | Served Through Tampa | 200 | A | C | AC | | | |
| | | NW | | | 52 | 200 | | | | | | |
| | | RD | | REdwood 6-1351 | 1 | 6000 | A | C | AC | | .75 | 1.50 |
| | | TC | | 5-7611 | Served Through Tampa | | | | | | | |
| | | TW | | | Served Through Tampa | | | | | | | |
| SALEM, ORE. | SLE | UA | EM 3-4464 | EMpire 2-2441 | 9 | 300 | C | A | PDX | G | .50 | 1.00 |
| | | WC | | JUstice 1-2448 | 3 | 150 | C | A | PDX | | .50 | 1.00 |
| SALINA, KAN. | SLN | CO | TA 7-0109 | Taylor 7-5553 | 3 | 200 | C | A | MKC | G | .35 | 1.00 |
| SALINAS, CALIF. | SNS | UA | HA 4-5476 | HArrison 4-7686 | 9 | 200 | A | A | SFO | | No Service Available | |
| SALISBURY, MD. | SBY | AL | PI 9-4411 | 3158 | 3 | 150 | C | A | | | .50 | 1.25 |
| SALT LAKE CITY, UTAH. | SLC | BL | ELgin 5-1771 | DAvis 8-8656 | 54 | 200 | A | C | DEN | G | .40 | 1.10 |
| | | FL | | EMpire 3-6796 | 3,9 | 200 | A | C | DEN | | .40 | 1.10 |
| | | UA | | DAvis 8-8044 | 9,5,6,10,15,50c | 6000 | A | C | DEN | | .40 | 1.10 |
| | | WA | | DAvis 2-0186 | 9,6,52 | 200 | A | C | DEN | | .40 | 1.10 |
| | | WC | | DAvis 8-0576 | 3 | 150 | A | C | DEN | | .40 | 1.10 |
| SAN ANGELO, TEX. | SJT | CO | 6511 & 2-1696 | 7196 | 3,22 | 200 | C | C | SAT | | .50 | 1.10 |
| | | TT | | 8193 | 3 | 150 | C | C | SAT | | .50 | 1.10 |
| SAN ANTONIO, TEX. | SAT | AA | TA 2-3891 | TAylor 4-1401 | 5,15,10 | 6000 | A | A | C | G | .55 | 1.10 |
| | | BN | | TAylor 2-3351 | 52,9,50 | 500 | A | A | C | | .55 | 1.10 |
| | | CMA | | CA-5-6303 | 4,5 | | A | A | C | | | |
| | | CO | | TAylor 6-8591 | 10,5,6 | 400 | A | A | C | | .55 | 1.10 |
| | | EA | | TAylor 6-3230 | 9,7,10,1,52 | 200 | A | A | C | | .55 | 1.10 |
| | | TT | | TAylor 6-6301 | 3 | 150 | A | A | C | | .55 | 1.10 |
| SAN BENITO, TEX. | HRL | TT | EX 9-1881 | GA-3-4200 | 3 | 150 | C | | DAL | | No Service Available | |
| SAN BERNARDINO, CALIF. | JSB | LX | YUxedo 444-131 | | 20 | 200 | C | | LAX | | | |
| | ONT | WA | | YUkon 6-1119 | 6 | 200 | C | | LAX | | No Service Available | |
| SAN DIEGO, CALIF. | SAN | AA | BE 3-7238 | CYpress 6-6128 | 5,10,50c | 600 (10,000 Via LAX) | C | A | AC | G | .65 | 1.50 |
| | | BL | | CYpress 6-6144 | 54 | 200 | C | A | AC | | .65 | 1.50 |
| | | FT | | CYpress 6-6273 | Served through BUR | 6000 | C | A | AC | | .65 | 1.50 |
| | | UA | | BElmont 4-7171 | 9,5,6,10,50c | 400 | C | A | AC | | .65 | 1.50 |
| | | WA | | CYpress 8-8861 | 6 | 200 | C | A | AC | | .65 | 1.50 |
| SANDSPIT, B. C. | YZP | CP | | | 3 | 200 | | | | | | |
| SAN FRANCISCO, CALIF. | SFO | AA | EXbrook 2-3100 | YUkon 2-4620 | 5,15,50,10 | 6000 | A | A | AC | G | .80 | 1.70 |
| | | FT | | PLaza 5-9405 | 1,15,23 | 10000 | A | A | AC | | .80 | 1.70 |
| | | JL | | JUno 3-3612 | 6 | 600 | A | A | AC | | | |
| | | PAA | | EX-7-1414 | 15,50,53 | 4000 | A | A | AC | | .80 | 1.70 |
| | | PC | | PLaza 5-9200 | 3,19,54 | 200 | A | A | AC | | .80 | 1.70 |
| | | TW | | YUkon 2-5800 | 8,7,50,23 | 7500 | A | A | AC | | .80 | 1.70 |
| | | UA | | JUno 8-2424, JUno 8-1443 | 9,15,6,10,53,50C | 6000 | A | A | AC | | .80 | 1.70 |
| | | WA | | PLaza 6-0677 | 6,52,50 | 200 | A | A | AC | | .80 | 1.70 |
| | | WC | | PLaza 6-8555 | 3 | 150 | A | A | AC | | .80 | 1.70 |
| SAN JOSE, CALIF. | SJC | PC | CYpress 2-0434 | CYpress 5-5408 | 3,19,54 | 200 | C | C | SFO | | 1.05 | 2.10 |
| SAN JUAN, PUERTO RICO. | SJU | DL | | 9-0045 | 9 | 200 | | A | AC | | | |
| | | AVI | NCA | | 7 | | | | | | | |
| | | EA | | 9-0020 | 10,6,23,53A | 4000 | C | A | AC | | | |
| | | PAA | | 3-8000 | 2,6,50,53 | 6000 | | A | AC | | .60 | 1.35 |
| | | RD | | 9-0360 | 1,2 | 6000 | C | A | AC | | | |
| | | TRC | | SAn Juan 9-0037 | 4,6,2 | 4000 | C | A | AC | | .65 | 1.35 |
| SAN LUIS OBISPO, CALIF. | PRB | PC | | Enterprise 1-1513 | | | | | | | No Service Available | |
| SANTA ANA, CALIF. | SNA | BL | KI 2-1269 | KImberly 5-1146 | 54 | 200 | C | C | LAX | | .65 | 1.50 |
| | JSA | LX | | | 20 | 200 | C | C | LAX | | | |
| SANTA BARBARA, CALIF. | SBA | PC | | WOodland 8-5121 | Airfreight Service Suspended | | | C | LAX | | No Service Available | |
| | | UA | | WOodland 7-1255 | 9 | 200 | A | A | LAX | | No Service Available | |
| SANTA CLARA, CALIF. | SJC | | | | See San Jose, Calif. | | | | | | | |
| SANTA CRUZ, CALIF. | WVI | | | | | | | | | | | |
| SANTA FE, N. M. | SAF | CO | 3-6451 | YUcca 3-6397 | 3,22 | 200 | C | C | ELP | G | 1.05 | 1.10 |
| | | TW | | 3-6671 | 8 | 250 | C | C | ELP | | 1.05 | 1.10 |
| SANTA MARIA, CALIF. | SMX | PC | | WAlnut 5-8835 | 3,19,54 | 200 | C | C | LAX | | No Service Available | |
| SANTA MONICA, CALIF. | SMO | LX | EX 3-8287 | | 20 | 200 | C | | LAX | | | |
| SANTA ROSA, CALIF. | STS | PC | | LIberty 2-7095 | 3,19 | 200 | C | C | SFO | | No Service Available | |
| SARANAC LAKE, N. Y. | SLK | EA | | 2052 | 19 | 200 | C | C | MAL | | No Service Available | |
| SARASOTA, FLA. | SRQ | NA | RIncling 6-3565 | ELgin 5-6447 | 9,52 | 200 | A | C | TPA | | .50 | 1.00 |
| | | RD | | | (Demand Service) | | | | | | .50 | 1.00 |
| SASKATOON, SASK. | YXE | TC | | 8224 | 13,22 | 400 | C | C | C | | .50 | 1.00 |
| SAULT STE. MARIE, MICH. | INR | CA | ME 2-8461 | MElrose 2-3371 | 3,4 | 250 | C | C | AC | G | .50 | 1.00 |
| | | NO | | MElrose 2-3371 | 3 | 200 | C | C | AC | G | .50 | 1.00 |
| SAULT STE. MARIE, ONT. | INR | TC | | ALgoma 6-5666 | 22 | 200 | C | C | C | | .35 | .75 |
| SAVANNAH, GA. | SAV | DL | ADams 2-1125 | ADams 3-0267 | 9 | 300 | A | A | C | G | .75 | 1.50 |
| | | EA | | ADams 3-6651 | 19 | 200 | A | A | C | | .75 | 1.50 |
| | | NA | | ADams 6-8234 | 9,6 | 200 | A | A | C | | .75 | 1.50 |
| SCOTTSBLUFF, NEB. | BFF | FL | 59 | MElrose 5-2067 | 3 | 200 | C | C | DEN | | .55 | 1.10 |
| SCHEFFERVILLE, P. Q. | YKL | QBA | | | 3 | 400 | | | | | | |
| SCRANTON, PA. | AVP | | DI 7-2083 | | See Wilkes-Barre, Pa. | | | | | | | |
| SEATTLE, WASH. (Seattle Tacoma) | SEA | AS | CHerry 2-4241 | CHerry 2-0600 | 4,6 | 1000 | C | C | AC | G | .60 | 1.65 |
| | | NW | | CHerry 4500 | 6,10,15,4,52,53B | 2000 | C | C | AC | | .60 | 1.65 |
| | | PAA | | MA-4-2121 | 6,50,53 | 600 | C | C | AC | | .60 | 1.65 |
| | | PN | | CHerry 3-1079 | 4,8,16 | | C | C | AC | | .60 | 1.65 |
| | | TC | | CHerry 2211 | 3 | 300 | C | C | AC | | .60 | 1.65 |
| | | UA | | CHerry 4-4000 | 9,6,10,5,53,50C,15 | 6000 | C | C | AC | | .60 | 1.65 |
| | | WA | | CHerry 3-5800 | 6,52,50 | 200 | C | C | AC | | .60 | 1.65 |
| SEATTLE, WASH. (Boeing Field) | BFI | FT | | PArkway 3-5916 | 1 | 10000 | C | C | AC | | .60 | 1.65 |
| | | WC | | PArkway 5-5500 | 3 | 150 | C | C | AC | | .60 | 1.65 |
| SELMA, ALA. | SES | DL | FR 4-8101 | 4-7581 | 3 | 200 | C | C | ATL | | | |
| | | SO | | TRinity 4-7581 | 3 | 100 | C | C | ATL | | .45 | .90 |
| SEVEN ISLANDS, QUE. | YZV | TC | | | 22 | 600 | C | C | C | | No Service Available | |
| SHEFFIELD, ALA. | MSL | EA | EV 3-6414 | EVergreen 3-5521 | 19,9 | 200 | C | A | BHM | | .35 | .75 |
| | | SO | | EVergreen 3-4581 | 3 | 200 | C | A | BHM | | .35 | .75 |
| SHERIDAN, WYO. | SHR | WA | OR 4-4571 | ORchard 4-2424 | 6 | 200 | C | C | GTF | | .50 | 1.00 |

| CITY | CODE | CARRIER | AIR EXPRESS TELEPHONE | AIR FREIGHT TELEPHONE | AIRCRAFT | Maximum Weight Per Piece | Rail Express | Motor Freight | Customs Facilities | Air Bus | Pick Up and Delivery: Per 100 Lb. | Pick Up and Delivery: Minimum |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SHERMAN, TEX. | SWI | CN. | TW 2-6943 | TWinbrook 2-4328. | 3 | 200 | C | C | DAL | | No Service Available | |
| SHREVEPORT, LA. | SHV | BN. | 3-4371. | ME 1-7451 | 9,5 | 200 | C | A | DAL | | .65 | 1.35 |
| | | DL. | | 6-1831. | 9,8,19. | 3000 | C | A | DAL | | .65 | 1.35 |
| | | TT. | | 6-4571. | 3 | 150 | C | A | DAL | | .65 | 1.35 |
| SIDNEY, MONT. | SDY | FL. | | 838 | 3 | 200 | C | A | GTF | | No Service Available | |
| SIDNEY, NEB. | SNY | FL. | | 3542. | 3 | 200 | | | DEN | | | |
| SILVER CITY, N. M. | SVC | FL. | | 53 8-3021 | 3 | 200 | C | A | DUG | | No Service Available | |
| SIOUX CITY, IOWA | SUX | BN. | 5-7651. | 8-5553. | 9 | 200 | A | C | OMA | | .45 | .95 |
| | | NO. | | 8-0591. | 3 | 200 | A | C | OMA | | .45 | .95 |
| | | OZ. | | 5-6308. | 3,54. | 200 | A | C | OMA | | .45 | .95 |
| SIOUX FALLS, S. D. | FSD | BN. | 4-4067. | 4-6051. | 9 | 200 | C | C | MSP | G | .55 | 1.10 |
| | | NO. | | EDison 4-9943 | 3 | 200 | C | C | MSP | | .55 | 1.10 |
| | | WA. | | EDison 4-4994 | 9,6 | 200 | A | C | MSP | | .55 | 1.10 |
| SMITHERS, B. C. | YYD | CP. | | | 1,3,6,9 | 200 | | | | | | |
| SOUTH BEND, IND. | SBN | FT. | ATlantic 9-2441 | ATlantic 8-4441 | Served Through Chicago | | | | | G | .55 | 1.20 |
| | | LC | | CEntral 3-5181 | 3 | 200 | A | A | CHI | | | |
| | | NO. | | CEntral 3-5131. | 3,9 | 200 | A | A | CHI | | .55 | 1.20 |
| | | TW. | | CEntral 2-1414. | 19. | 250 | A | A | CHI | | .55 | 1.20 |
| | | UA. | | CEntral 2-4811. | 5,6 | 400 | A | A | CHI | | .55 | 1.20 |
| SOUTHERN PINES, N. C. | SOP | PI. | OX 5-3001 | 2-8941. | 3 | 100 | C | C | ROU | | 1.00 | 1.00 |
| SPARTANBURG, S. C. | SPA | DL. | 7591. | 7131. | 9 | 200 | A | A | ATL | | .45 | 1.10 |
| | | EA. | | 3-6326. | 19. | 200 | A | A | ATL | | .45 | 1.10 |
| | | SO. | | 585 5532. | 3 | 100 | A | A | ATL | | .45 | 1.10 |
| SPEARFISH, S. D. | SPF | NO. | 46. | 57. | 3 | 200 | C | C | | | No Service Available | |
| SPOKANE, WASH. | GEG | NW. | MAine 4-1261. | MAdison 4-3213. | 4,6,10,52 | 500 | A | A | C | G | .60 | 1.60 |
| | | UA. | | TEmple 8-8222 | 9,6. | 300 | A | A | C | | .60 | 1.75 |
| | | WC. | | RI-7-7114 | 3 | 150 | A | A | C | | .60 | 1.75 |
| SPRINGFIELD, ILL. | SPI | AA. | SP 4-4821 | 8-3464. | 9 | 250 | C | A | C | G | .40 | 1.10 |
| | | OZ. | | 8-9677. | 3,54. | 200 | C | | C | | .40 | 1.10 |
| SPRINGFIELD, MASS. (Bradley Field) | BDL | AA. | RE 6-0331 | REpublic 7-3774 | Served Through Hartford. | | | | | G | .65 | 1.25 |
| | | EA. | | REpublic 2-6275 | Served Through Hartford. | | | | | | .65 | 1.25 |
| | | FT. | | REpublic 4-5675 | Served Through Hartford. | | | | | | .65 | 1.25 |
| | | NE. | | NAtional 3-4418 | Served Through Hartford. | | | | | | .65 | 1.25 |
| | | TW. | | | | | | | | | .65 | 1.25 |
| SPRINGFIELD, MASS. (Barnes Field) | BAF | UA. | RE 6-0331 | REpublic 9-3851 | 5,9,10,15 | 4000 | A | C | | | .65 | 1.25 |
| | | MO. | | REpublic 7-0107 | 3 | 200 | A | C | C | | .65 | 1.25 |
| SPRINGFIELD, MO. | SGF | AA. | UN 2-5522 | 4-1871. | 9 | 250 | A | C | MKC | G | .40 | 1.10 |
| | | DL. | | 4-7353. | 9 | 200 | A | C | MKC | | .40 | 1.10 |
| | | OZ. | | 4-6861. | 3,54. | 200 | A | C | MKC | | .40 | 1.10 |
| SPRINGFIELD, OHIO | SGH | LC. | FA 3-3791 | ENterprise 5-6408 | Served Through Dayton | | | | | | | |
| STAMFORD, CONN. | SCC | NY. | DAvis 3-8785. | DAvis 3-1138. | 20. | 200 | | | LGA | | No Service Available | |
| STATE COLLEGE, PA. | PSB | | | | See Philipsburg, Pa. | | | | | | | |
| STAUNTON, VA. | SHD | PI. | | Weyers Care 2761. | 3 | 100 | C | C | DCA | | .70 | 1.40 |
| STEPHENVILLE, NFLD. | YJT | TC. | | 5132. | 13,22 | 1000 | C | C | AC | | .35 | .75 |
| | | MAR | | 3-2144. | 3,1,4 | 500 | A | A | A | | | |
| STERLING, COLO. | STK | FL. | | LA-2-5445 | 3 | 200 | | | | | | |
| STEVENS POINT, WIS. | STE | NO. | | DIamond 4-2233. | 3 | 200 | C | C | | | No Service Available | |
| STILLWATER, OKLA. | SWO | CN. | FR 2-8668 | FRontier 2-2647 | 3 | 200 | C | C | DAL | | No Service Available | |
| STOCKTON, CALIF. | SCK | PC. | HOward 6-8995. | HOward 6-2361 | 3 | 200 | C | C | SFO | G | .80 | 1.85 |
| | | UA. | | HOward 6-9755 | 9 | 300 | C | C | SFO | | .80 | 1.85 |
| STUART, FLA. | SUA | RD | | 933 | 1 (Demand Service) | 6000 | | | | | No Service Available | |
| STUTTGART, ARK. | SGT | TT. | WA 3-5231 | WA-2-6200 | 3 | 150 | C | C | MEM | | No Service Available | |
| SUDBURY, ONT. | YSB | TC. | | OSborne 4-4248. | 22. | 400 | C | C | C | | .50 | 1.00 |
| SUN VALLEY, IDA. | SUN | WC. | | | See Hailey, Ida. | 150 | | | GEG | | | |
| SUPERIOR, WISC. | --- | | EX 4-4743 | | See Duluth | | | | | | | |
| SWIFT CURRENT, SASK. | YYN | TC. | | 2945. | 3 | 200 | C | C | C | | .70 | .75 |
| SYDNEY, N. S. | YQY | TC. | | 4546. | 13,22 | 1000 | C | C | C | | .50 | 1.00 |
| SYRACUSE, N. Y. | SYR | AA. | GL 4-0311 | GLenview 4-2423 | 9,5,10,52 | 500 | C | C | C | G | .45 | 1.25 |
| | | EA. | | | 7,19. | 200 | C | C | C | | .45 | 1.25 |
| | | MO. | | 54-3251 | 9,3 | 200 | C | C | C | | .45 | 1.25 |
| TACOMA, WASH. | SEA | WA. | MA 7-3191 | BRoadway 2-5188 | 6 | 200 | C | C | AC | | .65 | 1.75 |
| | | NW. | | | (See Seattle) | | | | | | | |
| TALLAHASSEE, FLA. | TLH | EA. | 2-4249 | 3-3802. | 19,9. | 200 | A | A | PFN | G | .50 | 1.50 |
| | | NA. | | 2-4410. | 9 | 200 | A | A | PFN | | .50 | 1.50 |
| TAMPA, FLA. | TPA | CA. | 2-8355. | | | | | | | | .75 | 1.50 |
| | | EA. | | REdwood 6-2461. | 8,7,19,9,52,10. | 200 | A | A | AC | G | .75 | 1.50 |
| | | DL. | | REdwood 6-9447. | 10,53A. | 2000 | A | A | AC | | .75 | 1.50 |
| | | NA. | | REdwood 6-9833. | 9,5,6,52,10 | 400 | A | A | AC | | .75 | 1.50 |
| | | NE. | | REdwood 6-2987. | 6,22. | 200 | A | A | AC | | .75 | 1.50 |
| | | NW. | | | 52,53B. | 200 | | | | | .75 | 1.50 |
| | | RD. | | REdwood 6-1351. | 1 | 6000 | A | A | AC | | .75 | 1.50 |
| | | TC. | | ENterprise 5-7611 | 13,22 | 350 | A | A | AC | | .75 | 1.50 |
| | | TW. | | REdwood 6-4108. | 7 | 250 | A | A | AC | | .75 | 1.50 |
| | | ASA | | HEmlock 5-2151. | 1 | 200 | A | A | AC | | .55 | 1.35 |
| TEMPLE, TEX. | TPL | CO. | PR 3-2016 | PR-3-5222 | 3 | 200 | C | C | SAT | G | .55 | 1.35 |
| | | TT. | | PR-8-2777 | 3 | 150 | A | C | SAT | | .55 | 1.35 |
| TERRACE, B. C. | YXT | CP. | | 152 | 3 | 200 | C | | | | .25 | .60 |
| TERRE HAUTE, IND. | HUF | LC | C-2396. | L-6159. | 3 | 200 | A | C | EVV | | | |
| | | TW. | | LIncoln 1234. | 19. | 250 | A | C | EVV | | No Service Available | |
| TETERBORO, N. J. | TEB | NY. | | | 19. | 200 | | | LGA | | No Service Available | |
| TEXARKANA, ARK. | TXK | BN. | 2-6012. | 2-6562. | 9 | 200 | C | C | DAL | | .50 | 1.10 |
| | | TT. | | 2-4517. | 3 | 150 | C | C | DAL | | .50 | 1.10 |
| THIEF RIVER FALLS, MINN. | TVF | NO. | | MUrdock 1-1223. | 3 | 200 | C | A | | | No Service Available | |
| TIMMINS, ONT. | YTS | TC. | | 1440. | 22. | 200 | C | C | C | | .55 | 1.25 |
| TOLEDO, OHIO | TOL | CA. | CH 1-3231 | HOlland HU 7-2121 | 3 | 150 | C | A | C | G | .50 | 1.60 |
| | | DL. | | HOlland 7-2369 | 9 | 300 | C | A | C | | .50 | 1.60 |
| | | EA. | | HOlland 7-2311. | 9,7,10. | 200 | C | A | C | | .50 | 1.60 |
| | | FT. | | CHerry 4-4276 | Served Through Detroit Mich. | | | | | | .45 | 1.35 |
| | | LC | | UNiversity 5-2358 | 3 | 200 | C | A | C | | | |
| | | TW. | | CHerry 4-8343 | 3,19. | 250 | C | A | C | | .50 | 1.60 |
| | | UA. | | UNiversity 5-5261 | 5,6 | 400 | C | A | C | | .50 | 1.60 |
| TOPEKA, KAN. | TOP | CO. | FLanders 7-4451 | CEntral | 3 | 200 | A | A | MKC | G | .55 | 1.25 |
| | | CN. | | CEntral 3-9671. | 3 | 200 | A | A | MKC | G | .55 | 1.25 |
| TORONTO, ONT. | YYZ | AA. | | EMpire 8-4365 | 9,5,52,50C. | 600 | A | A | AC | | .55 | 1.25 |
| | | CP. | | BUtler 6-3601 | 14A | 500 | A | AC | AC | | .45 | 1.10 |
| | | TC. | | EMpire 6-9471 | 12,13,7,22,53C. | 500 | A | A | A | | .45 | 1.50 |
| TRAIL, B. C. | | | | 1388. | 9 See Castlegar | 200 | C | C | C | | .75 | .75 |
| TRAVERSE CITY, MICH. | TVC | CA. | WI 6-6825 | WIndsor 7-5955. | 3,4 | 150 | A | A | MKG | | No Service Available | |
| TRENTON, N. J. | TTN | AL. | OW 5-6201 | TUxedo 2-4100 | 3 | 150 | C | A | PHL | | .55 | 1.10 |
| TUCSON, ARIZ. | TUS | AA. | MA 3-3677 | MAin 3-4911 | 5,10,50c. | 250 | A | A | DUG | G | .78 | 1.50 |
| | | FL. | | AXtel 4-2677. | 3,9 | 200 | A | A | DUG | | .78 | 1.50 |
| | | TW. | | MAin 3-5438 | 8 | 250 | A | A | DUG | | .78 | 1.50 |
| TULLAHOMA, TENN. | THA | SO. | | GLendale 5-5945 | 3 | 100 | | | | | No Service Available | |
| TULSA, OKLA. | TUL | AA. | LUther 5-8201 | TEmple 8-3361 | 9,5,10,52 | 600 | A | A | MKC | G | .50 | 1.25 |
| | | BN. | | TEmple 5-1561 | 9,5 | 500 | A | A | MKC | | .50 | 1.25 |
| | | CO. | | TEmple 5-7677 | 3,5,22. | 200 | A | A | MKC | | .50 | 1.25 |
| | | CN. | | TEmple 5-9521 | 3 | 200 | A | A | MKC | | .50 | 1.25 |
| | | TW. | | TEmple 5-8431 | 8 | 250 | A | A | MKC | | .50 | 1.25 |
| TUPELO, MISS. | TUP | SO. | VI 2-2371 | VInewood 2-8700 | 3 | 100 | C | | | | .60 | 1.20 |
| TUSCALOOSA, ALA. | TCL | SO. | PLaza 8-3693. | PL-2-3541 | 3 | 100 | | A | | | .50 | 1.00 |
| TUSCUMBIA, ALA. | MSL | | | | See Shefield, Ala. | | | | | | | |
| TWIN FALLS, IDA. | TWF | WC. | RE 3-3513 | REdwood 3-6721. | 3 | 150 | C | C | GEG | | .50 | 1.00 |
| TYLER, TEX. | TYR | TT. | LY 2-4511 | 4-9379. | 3 | 150 | C | A | DAL | G | .60 | 1.35 |
| UKIAH, CALIF. | UKI | PC. | | HOmstead 2-3742 | 3 | 200 | | C | | | No Service Available | |
| UNALAKEET, ALAS. | --- | AS. | | | | | | | | | No Service Available | |
| UNIVERSITY, OXFORD, MISS. | UOX | SO. | | 2498. | 3 | 100 | | | | | No Service Available | |

| CITY | CODE | CARRIER | AIR EXPRESS TELEPHONE | AIR FREIGHT TELEPHONE | AIRCRAFT | Maximum Weight Per Piece | Rail Express | Motor Freight | Customs Facilities | Air Bus | Pick Up and Delivery: Per 100 Lb. | Pick Up and Delivery: Minimum |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| URBANA, ILL. | CMI | | | | See Champaign, Ill. | | | | | | | |
| UTICA, N. Y. | UCA | MO. | 4-3141. | 6-9375. | 9,3 | 200 | C | C | C | G | .75 | 1.10 |
| VAL D'OR, QUE. | YVO | TC. | | | 22. | 350 | C | C | C | | .50 | 1.00 |
| VALDOSTA, GA. | VLD | SO. | CHerry 2-5558 | CHerry 2-8945 | 3 | 100 | C | C | JAX | | .60 | 1.35 |
| VALENTINE, NEB. | VTN | FL. | | 82. | 3 | 200 | | | OMA | | No Service Available | |
| VANCOUVER, B. C. | YVR | TC. | TAtlow 6301 | | 12,13,3,7,22,53C. | 500 | C | C | C | | .35 | 1.00 |
| | | UA. | | CRestwood 8-2177. | 6,5 | 400 | C | C | C | | .45 | .85 |
| | | CP. | | MUtual 3-9211 | 3,6,9,14A | 500 | C | AC | C | | .70 | 1.90 |
| VENTURA, CALIF. | OXR | | MIller 3-3172 | | See Oxnard, Calif. | | | | | | | |
| VERNAL, UTAH | VEL | FL. | | 973 | 3 | 200 | C | A | DEN | | No Service Available | |
| VERO BEACH, FLA. | VRB | EA. | 2324. | JOrdan 7-3456 | 19. | 200 | A | A | FBI | | .35 | .75 |
| VICKSBURG, MISS. | VKS | SO. | 170 | 636 1047. | 3 | 100 | C | | | | .75 | 1.50 |
| VICTORIA, B. C. | YYJ | TC. | | 2-5147. | 3 | 300 | C | C | C | | .35 | .75 |
| VICTORIA, TEX. | AOE | TT. | HI 3-2361 | HI-5-2341 | 3 | 150 | C | | SAT | | .50 | 1.70 |
| VIRGINIA BEACH, VA. | ORF | PI. | | UL-5-4761 | 3 | | | | | G | | |
| VISALIA, CALIF. | VIS | UA. | | REdwood 4-9293. | 9 | 200 | C | C | LAX | | No Service Available | |
| WACO, TEX. | ACT | BN. | FL 4-0162 | FL-4-3561 | 9 | 200 | C | A | DAL | G | .55 | 1.25 |
| | | CO. | | Plymouth 4-4618 | 3 | 200 | C | A | DAL | | .55 | 1.25 |
| WALLA WALLA, WASH. | ALW | UA. | JA 5-7602 | JAckson 5-5860. | 9 | 200 | A | A | GEG | | .75 | 1.35 |
| | | WC. | | JAckson 9-0780. | 3 | 150 | A | A | GEG | | .75 | 1.35 |
| WASHINGTON, D. C. | DCA | AA. | NAtional 8-1200 | EXecutive 3-6460. | 9,5,15,10,50,52 | 6000 | A | A | AC | G | .65 | 1.50 |
| | | AL. | | DIstrict 7-9660 | 3,19,9. | 150 | A | A | AC | | .65 | 1.50 |
| | | BN. | | STerling 3-6280 | 10. | 500 | A | A | AC | | .65 | 1.50 |
| | | CA. | | STerling 3-3000 | 3,4,8,22. | 250 | A | A | AC | | .65 | 1.50 |
| | | DL. | | DIstrict 7-9640 | 9,10,8. | 300 | A | A | AC | | .65 | 1.50 |
| | | EA. | | REpublic 7-8880 | 10,8,6,7,19,52. | 200 | A | A | AC | | .65 | 1.50 |
| | | NA. | | DIstrict 7-8905 | 9,5,6,10,52 | 400 | A | A | AC | | .65 | 1.50 |
| | | NE. | | STerling 3-3931 | 6,22. | 200 | A | A | AC | | .65 | 1.50 |
| | | NW. | | STerling 3-9014 | 10,6,52 | 200 | A | A | AC | | .65 | 1.50 |
| | | PAA | | REpublic 7-5700 | 50,53 | 400 | A | A | | | .65 | 1.50 |
| | | PI. | | DIstrict 7-1800 | 3 | 100 | A | A | AC | G | .65 | 1.50 |
| | | RD. | | Served Through Baltimore, Md. | | | | | | | .65 | 1.50 |
| | | TW. | | STerling 3-4221 | 8,7,19. | 400 | A | A | AC | | .65 | 1.50 |
| | | UA. | | STerling 3-0895 | 10,5 | 400 | A | A | AC | | .65 | 1.50 |
| WATERLOO, IOWA. | ALO | BN. | ADams 3-5279. | ADams 4-6835. | 9 | 500 | C | C | PIA | | .55 | 1.35 |
| | | OZ. | | ADams 2-0042. | 3,54. | 200 | C | C | PIA | | .55 | 1.35 |
| WATERTOWN, N. Y. | ART | EA. | 1998. | TEnnyson 6-3311 | 19. | 200 | C | C | A | G | .45 | .85 |
| | | MO. | | TEnnyson 6-2020 | 9,3 | 200 | C | C | A | | .45 | .85 |
| WATERTOWN, S. D. | ATY | NO. | | TUrner 6-5729 | 3 | 200 | A | C | MSP | | No Service Available | |
| WATERVILLE, ME. | WVL | NE. | TR 2-7722 | TRinity 2-2133. | 3 | 200 | C | C | BGR | | .35 | .75 |
| WATSON LAKE, Y. T. | YQH | CP. | | | 1,3,6,9 | 200 | | | | | | |
| WAUSAU, WISC. | AUW | NO. | 4878. | VIking 3-1195 | 3,9 | 200 | C | C | | | No Service Available | |
| WAYCROSS, GA. | AYS | EA. | | 3400. | 19. | 200 | C | A | JAX | | No Service Available | |
| WAYNESBORO, VA. | SHD | PI. | | Weyer Care 2761 | 3 | 100 | C | C | DCA | | .70 | 1.40 |
| WENATCHEE, WASH. | EAT | WC. | NO 2-2903 | TUrner 4-5053 | 3 | 150 | C | A | SEA | | No Service Available | |
| WEST HELENA, ARK. | HEE | | | | See Helena, Ark. | | | | | | | |
| WEST PALM BEACH, FLA. | PBI | DL. | TEmple 2-3717 | JU-5-0621 | 10. | 200 | A | A | AC | | .40 | 1.35 |
| | | EA. | | OVerland 3-0036 | 7,6,9,52,10 | 200 | A | A | AC | G | .40 | 1.35 |
| | | NA. | | OVerland 3-1255 | 9,52. | 200 | A | A | AC | | .40 | 1.35 |
| | | RD. | | TEmple 3-2548 | 1,15. | 6000 | A | A | AC | | .40 | 1.35 |
| WESTFIELD, MASS. | BAF | | RE 6-0331 | | See Springfield, Mass. | | | | | | | |
| WHEELING, W. VA. | HLG | AL. | CE 2-4512 | WOodsdale 944 | 3,19. | 150 | C | C | PIT | G | .50 | 1.10 |
| | | CA. | | WOodsdale 3308. | 3 | 150 | C | C | PIT | | .50 | 1.10 |
| | | TW. | | CRestview 7-1500. | 19. | 250 | C | C | PIT | | .50 | 1.10 |
| WHITEHORSE, Y. T. | YXY | PAA | | 2191. | 6 | 600 | | A | C | | | |
| | | CP. | | 2211. | 3,6,9 | 500 | C | C | C | | | |
| WHITE PLAINS, N. Y. | HPN | MO. | 9-4024. | 8-5555. | 3 | 200 | C | | LGA | | .60 | 1.20 |
| | | NY. | | | 20. | 200 | C | | LGA | | .60 | 1.20 |
| | | PA. | | ST-6-7341 | See New York | | | | | | | |
| WHITE RIVER JCT., VT. | LEB | NE. | | LEb 1040. | 3 | 200 | C | C | BTV | | No Service Available | |
| WICHITA, KAN. | ICT | BN. | AMherst 7-4331. | WH-3-3284 | 9,1,5,52. | 2000 | A | A | MKC | | .60 | 1.20 |
| | | CO. | | WH-3-4241 | 22,5. | 200 | A | A | MKC | | .60 | 1.20 |
| | | CN. | | WHitehall 3-3275. | 3 | 200 | A | A | MKC | | .60 | 1.20 |
| | | OZ. | | WHitehall 3-4191. | 3,54. | 200 | A | A | MKC | | .60 | 1.20 |
| | | TW. | | AMherst 5-9613. | 8,7 | 400 | A | A | MKC | | .60 | 1.20 |
| WICHITA FALLS, TEX. | SPS | BN. | 3-5152 & 3-5869 | 322-4520. | 9 | 200 | A | A | DAL | | .75 | 1.50 |
| | | CO. | | 32-2-3161 | 3 | 200 | A | A | DAL | | .75 | 1.50 |
| WILKES-BARRE, PA. | AVP | AA. | Va 3-4161 | OLympic 4-6708. | 9 | 250 | C | C | PHL | | .65 | 1.50 |
| | | AL. | | OLympic 5-1772. | 3,19. | 150 | C | C | PHL | | .65 | 1.50 |
| | | EA. | | OLympic 4-4649. | 19. | 200 | C | C | PHL | | .65 | 1.50 |
| | | TW. | | OLympic 5-1171. | 19. | 250 | C | C | PHL | | .65 | 1.50 |
| WILLIAMS LAKE, B. C. | YWL | CP. | | | 1,3,6,9 | 200 | | | | | | |
| WILLIAMSPORT, PA. | IPT | AL. | 9104. | 8-2416. | 3,19. | 150 | A | C | PIT | | .60 | 1.30 |
| | | CA. | | 8635. | 3 | 150 | A | C | PIT | | .60 | 1.30 |
| | | TW. | | 8-8683. | | 250 | A | C | PIT | | .60 | 1.30 |
| WILLISTON, N. D. | ISN | FL. | | GReenfield 3-6019 | 3 | 200 | A | A | GFK | | No Service Available | |
| WILMINGTON, CALIF. | WGM | LX. | | | 20. | 200 | | | LAX | | | |
| WILMINGTON, DEL. | ILG | AL. | OLympia 6-8577. | EAst 8-3190 | 3 | 150 | A | A | C | | .65 | 1.55 |
| | | EA. | | EAst 8-5671 | 19. | 200 | A | A | C | | .65 | 1.55 |
| WILMINGTON, N. C. | IMN | NA. | 2-1831. | ROger 3-6262 | 9 | 200 | A | C | C | G | .55 | 1.50 |
| | | PI. | | ROler 3-1606 | 3 | 100 | A | C | C | G | .55 | 1.50 |
| WINDSOR, ONT. | YQG | AA. | | WOodward 5-1000 | Served Through Detroit, Mich. | | | | | | No Service Available | |
| | | TC. | | CLearwater 4-1111 | 22. | 300 | C | C | C | | .50 | 1.00 |
| WINNIPEG, MAN. | YWG | CP. | WH 2-6437 | WHitehall 3-8421. | 14A | 500 | C | AC | C | | .35 | .75 |
| | | TC. | | 93-9361 | 12,13,3,22,53C. | 1000 | C | C | C | | .35 | .75 |
| | | NW. | | 67921 | 6 | 200 | C | C | C | | .35 | .75 |
| WINONA, MINN. | ONA | NO. | 3942. | 8-2144. | 3 | 200 | C | C | | | No Service Available | |
| WINSLOW, ARIZ. | INW | FL. | | 28 9-2811 | 3 | 200 | C | C | DUG | | No Service Available | |
| WINSTON-SALEM, N. C. | INT | CA. | PArk 4-3691 | 4-9382. | 3,22. | 150 | A | A | C | G | .55 | 1.10 |
| | | EA. | | PA-6071 | 19. | 200 | A | A | C | | .55 | 1.10 |
| | | PI. | | PArk 5-0511 | 3 | 100 | A | A | C | G | .55 | 1.10 |
| WISCONSIN RAPIDS, WISC. | STE | | 71. | | See Stevens Point, Wisc. | | | | | | | |
| WOLF POINT, MONT. | OLF | FL. | | 666 | 3 | 200 | C | A | GTF | | No Service Available | |
| WOONSOCKET, R. I. | SFZ | NE. | POplar 9-0094 | POplar 2-6230 | 3 | 200 | C | | PVD | | No Service Available | |
| WORCESTER, MASS. | ORH | MO. | PL 5-6161 | PLeasent 7-6367 | 9,3 | 200 | A | C | C | G | .45 | 1.45 |
| | | NE. | | SWift 9-4431. | 3 | 200 | A | C | C | | .45 | 1.45 |
| WORLAND, WYO. | WRL | FL. | FI 7-2392 | FIrside 7-2142. | 3 | 200 | C | C | GTF | | No Service Available | |
| WORTHINGTON, MINN. | OTG | NO. | | 3-6655. | 3 | 200 | C | C | | | No Service Available | |
| YAKIMA, WASH. | YKM | NW. | GL 7-5157 | GLencourt 3-9934. | 4,6 | 200 | A | A | SEA | G | .75 | 1.50 |
| | | WC. | | CHestnut 8-3100 | 3 | 150 | A | A | SEA | | .75 | 1.50 |
| YAKUTAT, ALASKA. | YAK | PN. | | 4 | 16. | 200 | | | | | .60 | 1.00 |
| YANKTON, S. D. | YKN | NO. | | NOrth 5-7109. | 3 | 200 | C | C | | | No Service Available | |
| YARMOUTH, N. S. | YQI | TC. | | 1287. | 22. | 300 | C | C | C | | .50 | 1.00 |
| YORKTON, SASK. | YQV | TC. | | 34611 | 3 | 200 | C | C | C | | .35 | .75 |
| YOUNGSTOWN, OHIO | YNG | CA. | RI 3-5121 | LIberty 5-9413. | 3,4 | 250 | A | C | CAK | G | .50 | 1.60 |
| | | LC. | | LIberty 5-2511. | 3 | 200 | A | C | CAK | | | |
| | | UA. | | LIberty 5-9744. | 6,5,10 | 400 | A | C | CAK | | .50 | 1.60 |
| YUBA CITY, CALIF. | MYV | | | | See Marysville, Calif. | | | | | | | |
| YUMA, ARIZ. | YUM | BL. | SU 3-3831 | SUnset 2-1871 | 54. | 200 | A | C | SAN | | .45 | .85 |
| ZANESVILLE, OHIO | ZZV | LC. | GL 2-5459 | GLadstone 2-7561. | 3 | 200 | C | | | | | |

# EMBARGOES

| COMMODITY | POINTS | CARRIER(S) | REMARKS |
|---|---|---|---|
| FLOWERS | Asheville, Elizabeth City and Rocky Mount, N. C., via any gateway; also Charlotte, Raleigh/Durham, Winston-Salem, N. C., via Knoxville only | Capital | |
| LIVE ANIMALS | Through Chicago | Ozark | |
| LIVE ANIMALS | Between Eureka/Arcata and points north | Pacific | Not accepted on Martin or F-27 Equipment. |
| MEAT, MEAT PRODUCTS | Off-line points within Mexico | American | |
| LIVE ANIMALS, FLOWERS, CUT OR UNCUT NURSERY STOCK | All Points | West Coast | 11/1/60 - 3/15/61 (DC-3 Equipment) |
| LIVE POULTRY, viz: Baby Chicks, Poults Started Chicks, Started Poults, Fish Tropical | Akron, Ohio; Albany, New York; Buffalo, New York; Grand Rapids, Michigan; Providence, Rhode Island; Rochester, New York; South Bend, Indiana; Toledo, Ohio | FLYING TIGERS | Winter Embargo - Effective 12/1/60 - 3/1/61 |

# CARRIER SERVICES

Blank spaces indicate no participation in services listed.

| Carriers | Air Freight Services: Pick-Up and Delivery | Advance Charges | Deferred Air Freight | Air/Bus | Air/Truck: Joint Tariffs | Air/Truck: Separate Tariffs | Note 3: CAF/BAF/RAF/RC/PAF | Equipment: Combination Aircraft | All Cargo Aircraft | Speedpak | Protective Services: Attendants Note 1: Armed Guards | Human Remains | Live Animals | Any Shipment | Signature Service | Special Services: "PRI" or "HOLD" Baggage | Household Goods | Note 2: Assembly or Distribution | Household Pets | Stopping-in-Transit | Storage | Horse Stalls |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALASKA AIRLINES, INC. | X | X | X | X | | X | | X | | | | X | X | | X | X | X | X | X | | X | |
| ALLEGHENY AIRLINES, INC. | X | X | | X | | X | | X | | | | | | | X | X | X | | | | X | |
| AMERICAN AIRLINES, INC. | X | X | X | X | | X | X | X | X | | X | X | X | X | X | X | X | | X | X | X | |
| BONANZA AIR LINES, INC. | X | X | | X | | X | | X | | | | | | | | X | X | X | | | X | |
| BRANIFF AIRWAYS, INC. | X | X | X | | | X | X | X | X | | X | X | X | X | X | X | X | X | X | | X | |
| CANADIAN PACIFIC AIRLINES, INC. | X | X | | | | X | | X | X | | | | | | | X | X | X | X | | X | |
| CAPITAL AIRLINES, INC. | X | X | | X | | X | | X | | | | | | | X | X | X | X | | | X | |
| CARIBBEAN ATLANTIC AIRLINES, INC. | | | | | | | | X | | | | | | | | | | | | | | |
| CENTRAL AIRLINES, INC. | X | X | | | | X | | X | | | | | | | X | X | X | X | | | X | |
| CONTINENTAL AIR LINES, INC. | X | X | X | X | X | X | X | X | | | | | | | X | X | X | X | X | | X | |
| DELTA AIR LINES, INC. | X | X | | | | X | | X | X | | X | X | X | X | X | X | X | X | X | X | X | |
| EASTERN AIR LINES, INC. | X | X | | X | | X | X | X | X | | X | X | X | X | X | X | X | X | X | | X | |
| ELLIS AIR LINES | | | | | | | | X | | | | | | | | | | | | | | |
| THE FLYING TIGER LINE INC. | X | X | X | X | X | X | X | | X | | X | X | X | | X | X | X | X | X | X | X | X |
| FRONTIER AIRLINES, INC. | X | X | | | | X | | X | | | | | | | | X | X | X | X | | X | |
| HAWAIIAN AIRLINES, LTD. | X | | | X | | X | X | X | X | | X | X | X | X | | X | X | X | X | | X | |
| MOHAWK AIRLINES, INC. | X | X | | X | | X | | X | | | | | | | X | X | X | X | | | X | |
| NATIONAL AIRLINES, INC. | X | X | | X | | X | X | X | X | | X | X | X | | X | X | X | X | X | | X | |
| NEW YORK AIRWAYS, INC. | X | X | | | | X | | X | X | | | X | X | | | X | X | X | X | | X | |
| NORTH CENTRAL AIRLINES, INC. | X | X | | | | X | | X | | | | | | | | X | X | X | | | X | |
| NORTHEAST AIRLINES, INC. | X | X | | | | X | | X | | | | | | | X | X | X | X | X | | X | |
| NORTHERN CONSOLIDATED AIRLINES | X | X | | | | | | X | | | | | | | | | X | | X | | | |
| NORTHWEST AIRLINES, INC. | X | X | | X | X | X | | X | X | | | | | | X | X | X | X | X | | X | |
| OZARK AIR LINES, INC. | X | X | | | | X | | X | | | | | | | X | X | X | X | | | X | |
| PACIFIC AIRLINES, INC. | X | X | | | | X | | X | | | | | | | | X | X | X | X | | X | |
| PACIFIC NORTHERN AIRLINES, INC. | X | | | | | | | X | | X | | | | | | | | | | | | |
| PAN AMERICAN-GRACE AIRWAYS, INC. | X | X | | | | X | X | X | X | | X | X | X | X | X | X | X | | X | | | |
| PAN AMERICAN WORLD AIRWAYS SYSTEM | X | X | | | | X | X | X | X | | | | X | X | X | X | X | X | X | | | X |
| PIEDMONT AVIATION, INC. | X | X | | X | | | | X | | | | | | | | X | X | X | | | X | |
| RIDDLE AIRLINES, INC. | X | X | X | X | X | X | X | | X | | X | X | X | | X | X | X | X | X | X | X | |
| SEABOARD & WESTERN AIRLINES, INC. | X | X | | | | | | X | X | | | | X | | | X | X | X | X | | | |
| SOUTHERN AIRWAYS, INC. | X | X | | | | X | | X | | | | | | | X | X | X | X | | | X | |
| TRANS-CANADA AIR LINES | X | X | | | | X | | X | X | | | | | | | X | X | X | X | | X | |
| TRANS CARIBBEAN AIRWAYS | | | | | | | | X | X | | | | | | | | | | | | | |
| TRANS-TEXAS AIRWAYS | X | X | | X | | X | | X | | | | | | | X | X | X | X | | | X | |
| TRANS WORLD AIRLINES, INC. | X | X | X | X | | X | X | X | X | | X | X | X | X | X | X | X | X | X | X | X | |
| UNITED AIR LINES, INC. | X | X | | X | | X | X | X | X | | X | X | X | | X | X | X | X | X | | X | |
| WEST COAST AIRLINES, INC. | X | X | | | | X | | X | | | | | | | | X | X | X | X | | X | |
| WESTERN AIR LINES, INC. | X | X | | X | | X | | X | | | | | | | X | | X | X | X | | X | |
| WIEN ALASKA AIRLINES, INC. | X | X | | | | X | | X | X | | X | X | X | X | X | X | X | X | X | X | X | |

Note 1 - Attendants carried on all cargo aircraft only.
Note 2 - Applicable to CPA and TCA in Canada only.
Note 3 - Services offered: AA - Committed Air Freight; PAA/PANAGRA - Reserved Cargo; TW - Booked Air Freight; BN, UA - Reserved Air Freight; FT - Protected Air Freight.

# AIR — BUS — AIR

An agreement is in effect between most U.S. domestic air carriers and eleven Greyhound operating companies which permits transfer of shipments from Air to Bus or Bus to Air or any combination of these services thereby providing through service from off-line airline points to on-line or off-line destinations. The agreement covers some 200 points in 45 States which were established upon the basis of availability of proper Greyhound terminal facilities and airline pick-up and delivery service. All interchange of shipments will be made at Greyhound (in-town) terminals. All points of interchange are indicated by "G" in the U. S. A. and Canadian City Directory.

In general shipments accepted for this service should not exceed 100 pounds in weight per piece nor the dimensions 24" x 24" x 45" per piece.

Transportation charges consist of the total of:

the Greyhound carrier's inter-city rate;
the airline's inter-city rate;
the airline's pick-up and delivery charge for transfer between the Greyhound terminal and the airport.

The terms, conditions, rates and charges of Greyhound's services are set forth in the NBTA "Air Proportional Express Tariff No. B-660," ME-I.C.C. No. 80.

# AIRCRAFT LOADING CHARTS


| Aircraft | Chart No. | Page No. |
|---|---|---|
| Curtiss C-46 (All Cargo) | 1 | G-17 |
| Curtiss C-46 (Super D-46) | 1A | G-17 |
| Douglas C-54 | 2 | G-18 |
| Douglas DC-3 | 3 | G-19 |
| Douglas DC-4 | 4 | G-20 |
| Douglas DC-6 | 5 | G-20 |
| Douglas DC-6B | 6 | G-21 |
| Lockheed Super Constellation (Comb.) | 7 | G-21 |
| Lockheed Constellation 749H (All Cargo) | 7A | G-19 |
| Lockheed Constellation | 8 | G-21 |
| Consolidated Convair | 9 | G-22 |
| Douglas DC-7, 7-B, 7-C | 10 | G-21 |
| Boeing Stratocruiser | 11 | G-22 |
| Canadair North Star (All Cargo) | 12 | G-22 |
| Canadair North Star (Comb.) | 13 | G-23 |
| Douglas C-47 (All Cargo) | 14 | G-23 |
| Bristol Britannia | 14A | G-23 |
| Douglas DC-6A, DC-7F | 15 | G-23 |
| Douglas DC-6A (Comb.) | 15A | G-23 |
| Lockheed Constellation Speedpak | 16 | G-24 |
| Smith Curtiss Commuter | 18 | G-24 |
| Martin | 19 | G-24 |
| Sikorsky S-55 | 20 | G-24 |
| Vertol 44 | 21 | G-24 |
| Viscount | 22 | G-24 |
| Lockheed Super Constellation (All Cargo) | 23 | G-24 |
| Lockheed Jetstream Constellation (1649 All Cargo) | 23 | G-24 |
| Fairchild C-82 | 24 | G-24 |
| Boeing 707 | 50 | G-25 |
| Boeing 720 | 50C | G-24 |
| DeHaviland Comet IV | 51 | G-25 |
| Lockheed Electra | 52 | G-25 |
| Douglas DC-8 | 53,53A,53B | G-24 |
| Douglas DC-8 | 53C | G-17 |
| Fairchild F-27 (See DC-3 chart) | 54 | G-25 |
| Convair 880 | 55 | G-19 |


## 1 CURTISS C-46 (ALL CARGO)

FIRST DIMENSION (IN INCHES)
Not Applicable to DL (See Chart 1-A)

SECOND DIMENSION (IN INCHES)

| | 12 | 24 | 36 | 48 | 60 | 72 |
|---|---|---|---|---|---|---|
| 3 | 456 | 456 | 456 | 444 | 336 | 264 |
| 6 | 456 | 456 | 456 | 444 | 306 | 234 |
| 9 | 456 | 456 | 456 | 444 | 278 | 206 |
| 12 | 456 | 456 | 456 | 444 | 258 | 184 |
| 15 | 456 | 456 | 456 | 396 | 240 | 167 |
| 18 | 390 | 390 | 390 | 354 | 224 | 152 |
| 21 | 354 | 354 | 354 | 324 | 210 | 138 |
| 24 | 324 | 324 | 324 | 300 | 198 | 126 |
| 27 | 295 | 295 | 295 | 276 | 186 | 114 |
| 30 | 270 | 270 | 270 | 258 | 175 | 103 |
| 33 | 252 | 252 | 252 | 240 | 165 | 92 |
| 36 | 240 | 240 | 240 | 224 | 157 | 84 |
| 39 | 224 | 224 | 224 | 210 | 149 | 77 |
| 42 | 210 | 210 | 210 | 198 | 140 | 70 |
| 45 | 198 | 198 | 198 | 186 | 134 | 63 |
| 48 | 186 | 186 | 186 | 176 | 127 | 58 |
| 51 | 176 | 176 | 176 | 166 | 120 | |
| 54 | 166 | 166 | 166 | 158 | 114 | |
| 57 | 158 | 158 | 158 | 150 | 108 | |
| 60 | 150 | 150 | 150 | 142 | 102 | |
| 63 | 144 | 144 | 144 | 134 | 96 | |
| 66 | 136 | 136 | 136 | 128 | 90 | |
| 69 | 128 | 128 | 128 | 122 | 85 | |
| 72 | 122 | 122 | 122 | 115 | 79 | |
| 78 | 110 | 110 | 110 | 102 | 68 | |
| 84 | 102 | 102 | 102 | 94 | 61 | |
| 90 | 90 | 90 | 90 | 84 | 54 | |
| 96 | 86 | 86 | 86 | 79 | | |

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

## 1-A CURTISS C-46R (All Cargo)

APPLICABLE TO DL ONLY

WIDTH (INCHES) / HEIGHT (INCHES)

| INCH | 8 | 12 | 16 | 20 | 24 | 28 | 32 | 36 | 40 | 44 | 48 | 54 | 56 | 60 | 63 | 66 | 69 | 72 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14 | 389 | 389 | 389 | 389 | 389 | 389 | 389 | 389 | 389 | 389 | 389 | 337 | 221 | 221 | 184 | 122 | 94 | 74 |
| 18 | 342 | 342 | 342 | 342 | 342 | 342 | 342 | 342 | 342 | 342 | 342 | 294 | 198 | 198 | 168 | 114 | 84 | 63 |
| 22 | 309 | 309 | 309 | 309 | 309 | 309 | 309 | 309 | 309 | 309 | 309 | 259 | 259 | 182 | 151 | 103 | 73 | 54 |
| 26 | 278 | 278 | 278 | 278 | 278 | 278 | 278 | 278 | 278 | 278 | 278 | 236 | 170 | 170 | 139 | 96 | 66 | 49 |
| 30 | 247 | 247 | 247 | 247 | 247 | 247 | 247 | 247 | 247 | 247 | 247 | 212 | 156 | 156 | 123 | 87 | 57 | 43 |
| 34 | 223 | 223 | 223 | 223 | 223 | 223 | 223 | 223 | 223 | 223 | 223 | 193 | 144 | 144 | 109 | 78 | 49 | * |
| 38 | 206 | 206 | 206 | 206 | 206 | 206 | 206 | 206 | 206 | 206 | 206 | 177 | 134 | 134 | 99 | 70 | 44 | * |
| 42 | 192 | 192 | 192 | 192 | 192 | 192 | 192 | 192 | 192 | 192 | 192 | 162 | 122 | 122 | 87 | 63 | * | * |
| 46 | 176 | 176 | 176 | 176 | 176 | 176 | 176 | 176 | 176 | 176 | 176 | 151 | 112 | 112 | 75 | 56 | * | * |
| 50 | 165 | 165 | 165 | 165 | 165 | 165 | 165 | 165 | 165 | 165 | 165 | 141 | 104 | 104 | 61 | 51 | * | * |
| 54 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 132 | 96 | 96 | 49 | 45 | * | * |
| 58 | 139 | 139 | 139 | 139 | 139 | 139 | 139 | 139 | 139 | 139 | 139 | 123 | 55 | 55 | 49 | * | * | * |
| 62 | 130 | 130 | 130 | 130 | 130 | 130 | 130 | 130 | 130 | 130 | 130 | 109 | 55 | 55 | 48 | * | * | * |
| 66 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 84 | 55 | 55 | 47 | * | * | * |
| 70 | 111 | 111 | 111 | 111 | 111 | 111 | 111 | 111 | 111 | 111 | 111 | 66 | 55 | 55 | 45 | * | * | * |
| 74 | 99 | 99 | 99 | 99 | 99 | 99 | 99 | 99 | 99 | 99 | 99 | 66 | 55 | 55 | 45 | * | * | * |
| 78 | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 66 | 54 | 54 | 45 | * | * | * |
| 82 | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 66 | 54 | 54 | * | * | * | * |
| 86 | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 65 | 54 | 54 | * | * | * | * |
| 90 | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 65 | 54 | 54 | * | * | * | * |
| 94 | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 64 | * | * | * | * | * | * |
| 98 | 74 | 74 | 74 | 74 | 74 | 74 | 74 | 74 | 74 | 74 | 74 | 63 | * | * | * | * | * | * |
| 102 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 63 | * | * | * | * | * | * |
| 108 | 72 | 72 | 72 | 72 | 72 | 72 | 72 | 72 | 72 | 72 | 72 | 62 | * | * | * | * | * | * |

## 53C DOUGLAS DC-8

| | 6 | 9 | 12 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 30 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3 A | 296 | 295 | 294 | 294 | 294 | 294 | 293 | 293 | 293 | 293 | 292 | 292 | 292 | 292 | 292 | 292 | 291 |
| B | 296 | 295 | 294 | 294 | 294 | 294 | 293 | 293 | 293 | 293 | 292 | 292 | 292 | 292 | 292 | 292 | 291 |
| C | 296 | 295 | 294 | 294 | 294 | 294 | 293 | 293 | 293 | 293 | 292 | 292 | 292 | 292 | 292 | 292 | 291 |
| 6 A | 296 | 295 | 294 | 293 | 292 | 291 | 291 | 291 | 291 | 291 | 290 | 290 | 290 | 289 | 289 | 289 | 287 |
| B | 296 | 295 | 294 | 293 | 292 | 291 | 291 | 291 | 291 | 291 | 290 | 290 | 290 | 289 | 289 | 289 | 287 |
| C | 296 | 295 | 294 | 293 | 292 | 292 | 291 | 291 | 291 | 291 | 290 | 290 | 290 | 289 | 289 | 289 | 287 |
| 9 A | 294 | 270 | 258 | 246 | 243 | 240 | 237 | 236 | 232 | 229 | 226 | 224 | 222 | 220 | 217 | 215 | 209 |
| B | 294 | 270 | 254 | 244 | 242 | 240 | 237 | 236 | 232 | 229 | 225 | 224 | 222 | 220 | 217 | 215 | 209 |
| C | 294 | 270 | 254 | 244 | 242 | 240 | 237 | 236 | 232 | 229 | 225 | 224 | 222 | 220 | 217 | 215 | 209 |
| 12 A | 294 | 258 | 240 | 220 | 214 | 208 | 202 | 198 | 192 | 188 | 186 | 183 | 181 | 179 | 177 | 175 | 170 |
| B | 294 | 254 | 224 | 205 | 199 | 194 | 189 | 185 | 181 | 178 | 174 | 171 | 168 | 165 | 163 | 160 | 154 |
| C | 294 | 254 | 224 | 205 | 199 | 194 | 189 | 185 | 181 | 178 | 174 | 171 | 168 | 165 | 163 | 160 | 154 |
| 15 A | 293 | 258 | 203 | 175 | 171 | 167 | 163 | 161 | 158 | 156 | 154 | 152 | 150 | 149 | 148 | 147 | 145 |
| B | 293 | 247 | 203 | 170 | 161 | 153 | 146 | 140 | 130 | 131 | 127 | 124 | 121 | 119 | 117 | 115 | 110 |
| C | 293 | 247 | 203 | 170 | 161 | 153 | 146 | 140 | 135 | 132 | 131 | 131 | 130 | 130 | 130 | 130 | 128 |
| 18 A | 286 | 240 | 194 | 168 | 164 | 161 | 157 | 154 | 151 | 149 | 146 | 144 | 142 | 140 | 138 | 136 | 132 |
| B | 286 | 236 | 194 | 160 | 148 | 140 | 134 | 128 | 124 | 121 | 118 | 116 | 113 | 111 | 110 | 109 | 106 |
| C | 286 | 236 | 194 | 160 | 148 | 140 | 134 | 129 | 128 | 127 | 127 | 126 | 126 | 125 | 123 | 122 | 120 |
| 21 A | 275 | 232 | 184 | 159 | 154 | 150 | 146 | 142 | 139 | 136 | 133 | 130 | 128 | 126 | 124 | 122 | 116 |
| B | 275 | 224 | 184 | 146 | 134 | 126 | 121 | 118 | 114 | 112 | 110 | 108 | 106 | 105 | 104 | 103 | 102 |
| C | 275 | 224 | 184 | 146 | 134 | 130 | 128 | 126 | 124 | 123 | 122 | 121 | 120 | 118 | 117 | 116 | 109 |
| 24 A | 271 | 220 | 178 | 154 | 148 | 144 | 140 | 136 | 132 | 128 | 124 | 121 | 118 | 115 | 112 | 108 | 101 |
| B | 271 | 216 | 176 | 126 | 118 | 114 | 110 | 108 | 108 | 104 | 102 | 101 | 100 | 99 | 98 | 98 | 98 |
| C | 271 | 216 | 176 | 132 | 128 | 126 | 123 | 121 | 120 | 118 | 117 | 116 | 114 | 112 | 110 | 106 | 101 |
| 27 A | 254 | 214 | 164 | 140 | 131 | 126 | 122 | 117 | 113 | 108 | 104 | 101 | 98 | 96 | 94 | 92 | 90 |
| B | 254 | 200 | 144 | 112 | 108 | 104 | 101 | 99 | 97 | 95 | 94 | 93 | 92 | 91 | 90 | 90 | 90 |
| C | 254 | 200 | 144 | 122 | 118 | 117 | 114 | 109 | 104 | 100 | 100 | 100 | 100 | 98 | 97 | 96 | 94 |
| 30 A | 234 | 183 | 148 | 128 | 120 | 107 | 94 | 89 | 87 | 87 | 87 | 87 | 86 | 84 | 83 | 82 | 79 |
| B | 234 | 180 | 123 | 102 | 97 | 93 | 91 | 89 | 87 | 87 | 87 | 87 | 86 | 84 | 83 | 82 | 79 |
| C | 234 | 180 | 123 | 106 | 103 | 100 | 98 | 97 | 96 | 95 | 94 | 93 | 92 | 91 | 88 | 86 | 81 |
| 33 A | 218 | 164 | 128 | 102 | 87 | 83 | 81 | 80 | 79 | 78 | 78 | 77 | 76 | 76 | 75 | 74 | 70 |
| B | 218 | 140 | 108 | 91 | 87 | 83 | 81 | 80 | 79 | 78 | 78 | 77 | 76 | 76 | 75 | 74 | 70 |
| C | 218 | 140 | 108 | 92 | 88 | 86 | 84 | 83 | 83 | 83 | 82 | 82 | 81 | 80 | 78 | 76 | 72 |
| 36 A | 195 | 136 | 95 | 79 | 75 | 72 | 70 | 70 | 70 | 70 | 70 | 69 | 68 | 68 | 66 | 65 | 60 |
| B | 195 | 120 | 95 | 79 | 75 | 72 | 70 | 70 | 70 | 70 | 70 | 69 | 68 | 68 | 66 | 65 | 60 |
| C | 195 | 120 | 95 | 79 | 75 | 72 | 70 | 70 | 70 | 70 | 70 | 69 | 68 | 68 | 67 | 66 | 62 |

Length Restricted To Inches at Intersection of Height and Width

LINE A - Applicable only to TCA
LINE B - Applicable only to ALITALIA
LINE C - Applicable only to PAA

# 2

## DOUGLAS C-54

WIDTH OR HEIGHT (IN INCHES)

| HEIGHT OR WIDTH (IN INCHES) | 2 | 4 | 6 | 8 | 10 | 12 | 14 | 16 | 18 | 20 | 22 | 24 | 26 | 28 | 30 | 32 | 34 | 36 | 38 | 40 | 42 | 44 | 46 | 48 | 50 | 52 | 54 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2 | 550 | 550 | 550 | 550 | 550 | 550 | 550 | 550 | 550 | 550 | 550 | 550 | 550 | 550 | 550 | 550 | 550 | 550 | 550 | 550 | 550 | 550 | 550 | 550 | 550 | 550 | 550 |
| 4 | | 550 | 550 | 550 | 550 | 550 | 550 | 550 | 550 | 550 | 550 | 550 | 550 | 550 | 550 | 550 | 550 | 550 | 550 | 550 | 550 | 550 | 550 | 550 | 550 | 550 | 550 |
| 6 | | | 550 | 550 | 550 | 550 | 550 | 550 | 550 | 550 | 550 | 550 | 550 | 550 | 550 | 550 | 550 | 550 | 550 | 550 | 550 | 550 | 550 | 550 | 550 | 550 | 550 |
| 8 | | | | 550 | 550 | 550 | 550 | 550 | 550 | 550 | 550 | 550 | 550 | 550 | 550 | 550 | 550 | 550 | 550 | 550 | 550 | 550 | 550 | 550 | 550 | 550 | 548 |
| 10 | | | | | 550 | 550 | 550 | 550 | 550 | 550 | 550 | 550 | 550 | 550 | 550 | 550 | 550 | 550 | 550 | 550 | 550 | 550 | 550 | 550 | 550 | 544 | 541 |
| 12 | | | | | | 550 | 550 | 550 | 550 | 550 | 550 | 550 | 550 | 550 | 550 | 550 | 550 | 550 | 550 | 550 | 550 | 550 | 538 | 535 | 530 | 521 | 517 |
| 14 | | | | | | | 550 | 550 | 550 | 550 | 550 | 550 | 550 | 550 | 550 | 550 | 550 | 550 | 550 | 550 | 544 | 531 | 521 | 514 | 503 | 493 | 486 |
| 16 | | | | | | | | 550 | 550 | 550 | 550 | 550 | 542 | 539 | 536 | 533 | 531 | 525 | 523 | 520 | 508 | 498 | 487 | 480 | 471 | 462 | 456 |
| 18 | | | | | | | | | 550 | 550 | 550 | 537 | 528 | 518 | 510 | 505 | 500 | 491 | 483 | 480 | 470 | 463 | 453 | 447 | 439 | 429 | 420 |
| 20 | | | | | | | | | | 550 | 536 | 521 | 509 | 498 | 489 | 482 | 476 | 467 | 461 | 455 | 445 | 434 | 452 | 417 | 408 | 396 | 389 |
| 22 | | | | | | | | | | | 518 | 502 | 488 | 478 | 469 | 462 | 456 | 449 | 441 | 435 | 424 | 412 | 400 | 391 | 380 | 369 | 356 |
| 24 | | | | | | | | | | | | 485 | 470 | 460 | 450 | 442 | 435 | 428 | 419 | 411 | 401 | 389 | 377 | 366 | 354 | 343 | 331 |
| 26 | | | | | | | | | | | | | 457 | 445 | 434 | 423 | 415 | 403 | 394 | 387 | 377 | 368 | 357 | 346 | 334 | 321 | 310 |
| 28 | | | | | | | | | | | | | | 427 | 413 | 400 | 389 | 375 | 365 | 358 | 349 | 342 | 332 | 322 | 311 | 301 | 294 |
| 30 | | | | | | | | | | | | | | | 397 | 383 | 370 | 357 | 346 | 335 | 328 | 321 | 312 | 303 | 294 | 286 | 278 |
| 32 | | | | | | | | | | | | | | | | 367 | 355 | 344 | 331 | 320 | 311 | 303 | 294 | 287 | 279 | 272 | 266 |
| 34 | | | | | | | | | | | | | | | | | 342 | 330 | 317 | 306 | 296 | 287 | 280 | 273 | 266 | 260 | 254 |
| 36 | | | | | | | | | | | | | | | | | | 316 | 305 | 292 | 283 | 275 | 268 | 262 | 256 | 249 | 244 |
| 38 | | | | | | | | | | | | | | | | | | | 293 | 280 | 272 | 265 | 258 | 252 | 245 | 238 | 232 |
| 40 | | | | | | | | | | | | | | | | | | | | 270 | 263 | 255 | 248 | 242 | 235 | 228 | 221 |
| 42 | | | | | | | | | | | | | | | | | | | | | 255 | 247 | 239 | 232 | 226 | 219 | 211 |
| 44 | | | | | | | | | | | | | | | | | | | | | | 239 | 230 | 223 | 216 | 209 | 202 |
| 46 | | | | | | | | | | | | | | | | | | | | | | | 222 | 214 | 207 | 200 | 192 |
| 48 | | | | | | | | | | | | | | | | | | | | | | | | 206 | 199 | 190 | 184 |
| 50 | | | | | | | | | | | | | | | | | | | | | | | | | 191 | 183 | 176 |
| 52 | | | | | | | | | | | | | | | | | | | | | | | | | | 176 | 169 |
| 54 | | | | | | | | | | | | | | | | | | | | | | | | | | | 163 |
| 56 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 58 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 62 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 64 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 65 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| HEIGHT OR WIDTH (IN INCHES) | WIDTH OR HEIGHT (IN INCHES) | | | | | | WIDTH ONLY (IN INCHES) | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 56 | 58 | 60 | 62 | 64 | 66 | 68 | 70 | 72 | 74 | 76 | 78 | 80 | 81 | 82 | 83 | 84 | 85 | 86 | 87 | 88 | 89 | 90 | 91 | 92 | 93 | 94 |
| 2 | 550 | 550 | 550 | 550 | 550 | 550 | 407 | 276 | 249 | 233 | 230 | 208 | 198 | 192 | 188 | 182 | 178 | 173 | 168 | 163 | 160 | 155 | 150 | 146 | 141 | 137 | 133 |
| 4 | 550 | 550 | 550 | 550 | 550 | 550 | 368 | 247 | 225 | 211 | 200 | 190 | 181 | 177 | 173 | 169 | 165 | 162 | 158 | 154 | 150 | 147 | 143 | 140 | 137 | 133 | 130 |
| 6 | 548 | 547 | 547 | 546 | 543 | 540 | 355 | 234 | 212 | 198 | 188 | 179 | 171 | 167 | 164 | 161 | 157 | 154 | 151 | 148 | 145 | 142 | 139 | 136 | 133 | 130 | 127 |
| 8 | 543 | 540 | 538 | 530 | 522 | 516 | 348 | 222 | 201 | 188 | 178 | 170 | 162 | 159 | 157 | 154 | 151 | 148 | 145 | 143 | 140 | 137 | 135 | 132 | 129 | 127 | 124 |
| 10 | 533 | 527 | 521 | 508 | 495 | 488 | 335 | 210 | 190 | 178 | 168 | 160 | 154 | 151 | 148 | 145 | 143 | 140 | 138 | 136 | 133 | 131 | 129 | 127 | 125 | 123 | 121 |
| 12 | 505 | 499 | 492 | 478 | 464 | 454 | 310 | 202 | 184 | 172 | 163 | 156 | 150 | 148 | 145 | 143 | 141 | 139 | 136 | 134 | 132 | 130 | 128 | 126 | 124 | 122 | 120 |
| 14 | 476 | 470 | 462 | 448 | 431 | 421 | 290 | 195 | 178 | 167 | 160 | 153 | 147 | 145 | 142 | 140 | 137 | 135 | 133 | 132 | 130 | 128 | 126 | 124 | 122 | 120 | 119 |
| 16 | 445 | 438 | 431 | 414 | 391 | 383 | 264 | 186 | 171 | 162 | 155 | 149 | 144 | 141 | 139 | 137 | 135 | 133 | 131 | 129 | 128 | 126 | 124 | 123 | 121 | 119 | 118 |
| 18 | 413 | 405 | 397 | 378 | 350 | 340 | 244 | 180 | 164 | 157 | 151 | 146 | 141 | 139 | 137 | 135 | 133 | 131 | 129 | 128 | 126 | 125 | 123 | 121 | 120 | 118 | 117 |
| 20 | 378 | 368 | 357 | 332 | 303 | 295 | 233 | 169 | 157 | 151 | 147 | 142 | 138 | 136 | 135 | 133 | 131 | 129 | 128 | 126 | 125 | 123 | 122 | 120 | 119 | 117 | 116 |
| 22 | 342 | 330 | 315 | 289 | 278 | 265 | 215 | 162 | 152 | 146 | 141 | 137 | 134 | 132 | 130 | 129 | 127 | 126 | 125 | 123 | 122 | 121 | 120 | 118 | 117 | 116 | 115 |
| 24 | 317 | 304 | 290 | 275 | 161 | 254 | 200 | 155 | 147 | 141 | 137 | 133 | 130 | 128 | 127 | 126 | 124 | 123 | 122 | 121 | 120 | 119 | 118 | 117 | 116 | 115 | 114 |
| 26 | 299 | 286 | 273 | 260 | 248 | 230 | 190 | 150 | 143 | 138 | 134 | 130 | 127 | 126 | 125 | 123 | 122 | 121 | 120 | 119 | 118 | 117 | 116 | 115 | 114 | 113 | 112 |
| 28 | 283 | 271 | 261 | 247 | 237 | 225 | 181 | 147 | 141 | 136 | 132 | 128 | 126 | 124 | 123 | 122 | 121 | 120 | 119 | 118 | 117 | 116 | 115 | 114 | 113 | 112 | 111 |
| 30 | 269 | 259 | 250 | 237 | 227 | 215 | 176 | 146 | 140 | 135 | 131 | 127 | 124 | 123 | 122 | 121 | 120 | 119 | 118 | 117 | 116 | 115 | 114 | 113 | 112 | 111 | 110 |
| 32 | 257 | 247 | 238 | 227 | 218 | 208 | 172 | 144 | 138 | 133 | 129 | 126 | 123 | 122 | 120 | 119 | 118 | 117 | 116 | 115 | 115 | 114 | 113 | 112 | 111 | 110 | 109 |
| 34 | 246 | 237 | 228 | 218 | 209 | 199 | 167 | 143 | 136 | 131 | 127 | 124 | 121 | 119 | 118 | 117 | 116 | 115 | 114 | 113 | 113 | 112 | 111 | 110 | 110 | 109 | 108 |
| 36 | 235 | 226 | 217 | 209 | 200 | 191 | 160 | 141 | 135 | 130 | 126 | 122 | 119 | 118 | 117 | 116 | 115 | 114 | 113 | 112 | 111 | 111 | 110 | 109 | 108 | 108 | 107 |
| 38 | 225 | 216 | 208 | 201 | 192 | 182 | 156 | 139 | 133 | 128 | 124 | 121 | 118 | 117 | 115 | 114 | 113 | 112 | 111 | 111 | 110 | 109 | 108 | 107 | 107 | 106 | 105 |
| 40 | 214 | 207 | 199 | 192 | 184 | 175 | 153 | 138 | 132 | 127 | 123 | 120 | 117 | 116 | 114 | 113 | 112 | 111 | 110 | 110 | 109 | 108 | 107 | 106 | 106 | 105 | 104 |
| 42 | 205 | 198 | 191 | 184 | 176 | 168 | 150 | 137 | 131 | 126 | 122 | 119 | 116 | 115 | 113 | 112 | 111 | 110 | 109 | 108 | 108 | 107 | 106 | 105 | 104 | 103 | 102 |
| 44 | 195 | 189 | 183 | 176 | 169 | 160 | 146 | 136 | 130 | 125 | 121 | 118 | 115 | 114 | 112 | 111 | 110 | 109 | 108 | 107 | 106 | 105 | 104 | 103 | 102 | 101 | 100 |
| 46 | 186 | 180 | 175 | 168 | 162 | 156 | 142 | 134 | 128 | 124 | 121 | 117 | 114 | 113 | 112 | 110 | 109 | 108 | 106 | 105 | 104 | 103 | 102 | 101 | 101 | 100 | 99 |
| 48 | 177 | 172 | 167 | 161 | 155 | 149 | 139 | 132 | 127 | 123 | 119 | 116 | 112 | 111 | 110 | 109 | 108 | 106 | 105 | 104 | 103 | 102 | 101 | 101 | 100 | 99 | 99 |
| 50 | 170 | 164 | 159 | 153 | 157 | 143 | 136 | 131 | 126 | 122 | 118 | 115 | 112 | 111 | 110 | 108 | 107 | 106 | 105 | 104 | 103 | 102 | 101 | 100 | 100 | 99 | 98 |
| 52 | 163 | 158 | 153 | 147 | 143 | 137 | 132 | 127 | 123 | 120 | 116 | 113 | 111 | 110 | 108 | 107 | 106 | 105 | 104 | 103 | 102 | 101 | 101 | 100 | 99 | | |
| 54 | 158 | 152 | 147 | 142 | 138 | 133 | 129 | 125 | 121 | 118 | 114 | 112 | 109 | 108 | 107 | 106 | 105 | 104 | 103 | 103 | 102 | 101 | 100 | | | | |
| 56 | 152 | 147 | 142 | 138 | 134 | 131 | 126 | 122 | 119 | 115 | 112 | 110 | 108 | 107 | 106 | 105 | 104 | 103 | 102 | 102 | 101 | 100 | | | | | |
| 58 | | 142 | 138 | 134 | 129 | 127 | 122 | 119 | 116 | 113 | 110 | 108 | 106 | 105 | 105 | 104 | 104 | 103 | 102 | 101 | 100 | | | | | | |
| 60 | | | 134 | 130 | 125 | 123 | 119 | 116 | 113 | 111 | 109 | 107 | 105 | 104 | 103 | 102 | 101 | 100 | 99 | 99 | | | | | | | |
| 62 | | | | 126 | 121 | 119 | 115 | 112 | 109 | 107 | 105 | 103 | 101 | 100 | 99 | 98 | 97 | 96 | 95 | | | | | | | | |
| 64 | | | | | 117 | 114 | 110 | 107 | 105 | 102 | 100 | 98 | 96 | 95 | 94 | 93 | | | | | | | | | | | |
| 65 | | | | | | 111 | 108 | 105 | 102 | 100 | 98 | 95 | 94 | 93 | | | | | | | | | | | | | |

FIND LENGTH (IN INCHES) AT INTERSECTION OF HEIGHT AND WIDTH

## 3 DOUGLAS DC-3

**Not applicable to TC**

**FIRST DIMENSION (IN INCHES)**

| SECOND DIMENSION (IN INCHES) | 2 | 4 | 6 | 8 | 10 | 12 | 14 | 16 | 18 | 20 | 22 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 2 | 71 | | | | | | | | | | |
| 4 | 71 | 69 | | | | | | | | | |
| 6 | 71 | 69 | 67 | | | | | | | | |
| 8 | 71 | 69 | 67 | 66 | | | | | | | |
| 10 | 71 | 69 | 67 | 66 | 65 | | | 56"x56"x 93" | | | |
| 12 | 71 | 69 | 67 | 66 | 65 | 65 | | 24"x60"x181" | | | |
| 14 | 71 | 69 | 67 | 66 | 65 | 65 | 64 | | | | |
| 16 | 71 | 69 | 67 | 66 | 65 | 65 | 64 | 63 | | | |
| 18 | 71 | 69 | 67 | 66 | 65 | 65 | 64 | 63 | 61 | | |
| 20 | 71 | 69 | 67 | 66 | 65 | 65 | 64 | 63 | 61 | 61 | |
| 22 | 68 | 67 | 66 | 66 | 65 | 65 | 64 | 63 | 60 | 60 | 60 |
| 24 | 60 | 60 | 60 | 60 | 60 | 60 | 60 | 60 | 60 | 60 | |
| 26 | 60 | 60 | 60 | 60 | 60 | 60 | 60 | 60 | 60 | 40 | |
| 28 | 42 | 42 | 42 | 42 | 42 | 42 | 42 | 42 | 40 | 37 | |
| 30 | 36 | 36 | 36 | 36 | 36 | 36 | 36 | | | | |
| 32 | 34 | 34 | 34 | 34 | 34 | | | | | | |
| 34 | 34 | 34 | 34 | | | | | | | | |

**EXCEPTIONS:**

Because of variations in the modification of DC-3 equipment such as larger cargo doors, the following carriers accept maximum dimensions of:

CN.....23"x28"x44"
CP.....24"x28"x357"

LC..... 20"x24"x44"
FL ..... 36"x44"x86"
NE, PC ..... 28"x 40"x44"

**FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS**

**Applicable only to TC**

**LENGTH (IN INCHES)**

| WIDTH (IN INCHES) | 2 | 4 | 6 | 8 | 10 | 12 | 14 | 16 | 18 | 20 | 22 | 24 | 26 | 28 | 30 | 32 | 34 | 36 | 38 | 40 | 42 | 44 | 46 | 48 | 50 | 52 | 54 | 56 | 58 | 60 | 62 | 64 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2 | 65 | 65 | 65 | 64 | 64 | 63 | 61 | 60 | 59 | 57 | 57 | 57 | 57 | 57 | 57 | 57 | 57 | 57 | 57 | 57 | 57 | 57 | 57 | 57 | 57 | 57 | 57 | 57 | 57 | 57 | 34 | 34 |
| 4 | 65 | 65 | 65 | 64 | 64 | 63 | 61 | 60 | 59 | 57 | 57 | 57 | 57 | 57 | 57 | 57 | 57 | 57 | 57 | 57 | 57 | 57 | 57 | 57 | 57 | 57 | 57 | 57 | 57 | 57 | 34 | 34 |
| 6 | 64 | 64 | 64 | 63 | 63 | 62 | 60 | 59 | 58 | 56 | 57 | 57 | 57 | 57 | 57 | 57 | 57 | 57 | 57 | 57 | 57 | 57 | 57 | 57 | 57 | 57 | 57 | 34 | 34 | 34 | 34 | 34 |
| 8 | 64 | 64 | 64 | 63 | 63 | 62 | 60 | 59 | 58 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 33 | 33 | 33 | 33 | 33 | 33 |
| 10 | 63 | 63 | 63 | 62 | 62 | 61 | 59 | 58 | 57 | 55 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 33 | 33 | 33 | 33 | 33 | 33 | 33 | 33 |
| 12 | 63 | 63 | 63 | 62 | 62 | 61 | 59 | 58 | 57 | 55 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 32 | 32 | 32 | 32 | 32 | 32 | 32 | 32 | 32 |
| 14 | 62 | 62 | 62 | 61 | 61 | 60 | 58 | 57 | 56 | 54 | 55 | 55 | 55 | 55 | 55 | 55 | 55 | 55 | 36 | 31 | 31 | 31 | 31 | 31 | 31 | 31 | 31 | 31 | 31 | 31 | | |
| 16 | 62 | 62 | 62 | 61 | 61 | 60 | 58 | 57 | 56 | 54 | 50 | 36 | 36 | 36 | 36 | 36 | 36 | 36 | 36 | 33 | 33 | 33 | 33 | 33 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | |
| 18 | 61 | 61 | 61 | 60 | 60 | 59 | 57 | 56 | 55 | 53 | 50 | 36 | 36 | 36 | 36 | 36 | 36 | 36 | 36 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | | |
| 20 | 61 | 61 | 61 | 60 | 60 | 59 | 57 | 56 | 55 | 53 | 50 | 36 | 36 | 36 | 36 | 36 | 36 | 36 | 36 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | | |
| 22 | 60 | 60 | 60 | 59 | 59 | 58 | 56 | 55 | 54 | 52 | 50 | 36 | 36 | 36 | 36 | 36 | 36 | 36 | 36 | | | | | | | | | | | | | |
| 24 | 60 | 60 | 60 | 59 | 59 | 58 | 56 | 55 | 54 | 52 | 50 | 36 | 36 | 36 | 36 | 36 | 36 | 36 | 36 | | | | | | | | | | | | | |
| 26 | 60 | 60 | 60 | 59 | 59 | 58 | 56 | 55 | 54 | 52 | 50 | 36 | 36 | 36 | 36 | 36 | 36 | 36 | 36 | | | | | | | | | | | | | |

## 7A CONSTELLATION 749H (ALL CARGO)

PACKAGE WIDTH IN INCHES

| HEIGHT IN INCHES | 6 | 12 | 18 | 24 | 30 | 36 | 42 | 48 | 54 | 60 | 66 | 72 | 78 | 84 | 90 | 96 | 102 | 108 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 | 540 | 540 | 540 | 475 | 378 | 314 | 268 | 233 | 206 | 183 | 165 | 152 | 140 | 132 | 122 | 114 | 105 | 97 |
| 24 | 540 | 540 | 540 | 475 | 378 | 314 | 268 | 233 | 206 | 183 | 165 | 152 | 140 | 132 | 122 | 114 | 105 | 97 |
| 36 | 540 | 540 | 540 | 475 | 378 | 314 | 268 | 233 | 206 | 183 | 165 | 152 | 140 | 132 | 122 | 114 | 105 | 97 |
| 48 | 540 | 540 | 540 | 475 | 378 | 314 | 268 | 233 | 206 | 183 | 165 | 152 | 140 | 132 | 122 | 114 | 105 | 97 |
| 54 | 540 | 540 | 452 | 361 | 298 | 255 | 223 | 201 | 177 | 164 | 152 | 137 | 126 | 118 | 110 | 103 | 97 | 91 |
| 60 | 540 | 446 | 360 | 300 | 258 | 223 | 197 | 173 | 155 | 142 | 131 | 120 | 112 | 105 | 99 | 93 | 89 | 87 |
| 66 | 412 | 330 | 278 | 238 | 208 | 183 | 162 | 146 | 133 | 123 | 115 | 106 | 100 | 94 | 89 | 85 | 81 | 79 |
| 70 | 337 | 281 | 243 | 210 | 185 | 164 | 146 | 133 | 122 | 113 | 107 | 99 | 93 | 88 | 84 | 80 | 78 | 75 |

PACKAGE LENGTH IN INCHES FIND LENGTH AT INTERSECTION OF HEIGHT & WIDTH

CLEAR AREA OF DOOR 108" WIDE & 74" HIGH

## 55 CONVAIR 880

| Width (Inches) | 4 | 8 | 12 | 16 | 20 | 24 | 28 | 32 | 34 |
|---|---|---|---|---|---|---|---|---|---|
| Height (Inches) | Package Length (Inches) | | | | | | | | |
| 28 | 136 | 125 | 116 | 106 | 97 | 88 | 79 | 70 | |
| 24 | 149 | 139 | 129 | 119 | 110 | 100 | 90 | 80 | 75 |
| 20 | 154 | 146 | 137 | 129 | 119 | 110 | 100 | 89 | 84 |
| 16 | 158 | 153 | 146 | 138 | 129 | 118 | 107 | 94 | 86 |
| 12 | 160 | 158 | 151 | 142 | 132 | 122 | 110 | 97 | 90 |
| 8 | 160 | 160 | 158 | 151 | 141 | 124 | 112 | 103 | 99 |
| 4 | 160 | 160 | 160 | 158 | 148 | 126 | 114 | 105 | 102 |

## 4 DOUGLAS DC-4

LINE A applies to: CA, KL,
LINE B applies to: NW

FIRST DIMENSION (IN INCHES)

| SECOND DIMENSION (IN INCHES) | LINE | 4 | 6 | 8 | 10 | 12 | 14 | 16 | 18 | 20 | 22 | 24 | 26 | 28 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4 | A | 86 | | | | | | | | | | | | |
| | B | 72 | | | | | | | | | | | | |
| 12 | A | 86 | 86 | 86 | 86 | 86 | | | | | | | | |
| | B | 72 | 72 | 65 | 65 | 60 | | | | | | | | |
| 14 | A | 86 | 86 | 86 | 86 | 86 | 86 | | | | | | | |
| | B | 72 | 72 | 65 | 65 | 60 | 57 | | | | | | | |
| 16 | A | 86 | 86 | 86 | 86 | 86 | 86 | 86 | | | | | | |
| | B | 65 | 65 | 65 | 65 | 60 | 57 | 55 | | | | | | |
| 18 | A | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 86 | | | | | |
| | B | 65 | 65 | 65 | 65 | 60 | 57 | 55 | 52 | | | | | |
| 20 | A | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 76 | | | | |
| | B | 65 | 65 | 65 | 65 | 60 | 57 | 55 | 52 | 50 | | | | |
| 22 | A | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 76 | 71 | | | |
| | B | 65 | 65 | 65 | 65 | 60 | 57 | 55 | 52 | 50 | 47 | | | |
| 24 | A | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 76 | 71 | 67 | | |
| | B | 65 | 65 | 65 | 65 | 60 | 57 | 55 | 52 | 50 | 47 | 45 | | |
| 26 | A | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 76 | 71 | 67 | 64 | |
| | B | 65 | 65 | 65 | 65 | 60 | 57 | 55 | 52 | 50 | 47 | 45 | 42 | |
| 28 | A | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 76 | 71 | 67 | 64 | |
| | B | 65 | 65 | 65 | 65 | 60 | 57 | 55 | 52 | 50 | 47 | 45 | 42 | 40 |
| 30 | A | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 76 | 71 | 67 | 64 | — |
| | B | 65 | 65 | 65 | 65 | 60 | 57 | 55 | 52 | 50 | 47 | 45 | 42 | 40 |
| 32 | A | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 76 | 71 | 67 | 64 | — |
| | B | 65 | 65 | 65 | 65 | 60 | 57 | 55 | 52 | 50 | 47 | 45 | 42 | 40 |
| 34 | A | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 76 | 71 | 67 | 64 | — |
| | B | 65 | 65 | 65 | 65 | 60 | 57 | 55 | 52 | 50 | 47 | 45 | 42 | 40 |
| 36 | A | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 76 | 71 | 67 | 64 | — |
| | B | 65 | 65 | 65 | 65 | 60 | 57 | 55 | 52 | 50 | 47 | 45 | 42 | 40 |
| 38 | A | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 76 | 71 | 67 | 64 | — |
| | B | 65 | 65 | 65 | 65 | 60 | 57 | 55 | 52 | 50 | 47 | 45 | 42 | 40 |
| 40 | A | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 76 | 71 | 67 | 64 | — |
| | B | 65 | 65 | 65 | 65 | 60 | 57 | 55 | 52 | 50 | 47 | 45 | 42 | 40 |
| 42 | A | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 76 | 71 | 67 | 64 | |
| | B | 65 | 65 | 65 | 65 | 60 | 57 | 55 | 52 | 50 | 47 | 45 | 42 | |
| 44 | A | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 76 | 71 | 67 | | |
| | B | 65 | 65 | 65 | 65 | 60 | 57 | 55 | 52 | 50 | 47 | 45 | | |
| 46 | A | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 76 | 71 | 67 | | |
| | B | 65 | 65 | 65 | 65 | 60 | 57 | 55 | 52 | 50 | 47 | — | | |
| 48 | A | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 76 | 71 | | | |
| | B | 65 | 65 | 65 | 65 | 60 | 57 | 55 | 52 | 50 | — | | | |
| 50 | A | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 76 | | | | |
| | B | 65 | 65 | 65 | 65 | 60 | 57 | 55 | 52 | 50 | | | | |
| 52 | A | 86 | 86 | 86 | 86 | 86 | 86 | 86 | — | | | | | |
| | B | 65 | 65 | 65 | 65 | 60 | 57 | 55 | 52 | | | | | |
| 54 | A | 86 | 86 | 86 | 86 | 86 | — | — | | | | | | |
| | B | 65 | 65 | 65 | 65 | 60 | 57 | 55 | | | | | | |
| 56 | A | 86 | | | | | | | | | | | | |
| | B | — | | | | | | | | | | | | |

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

## DOUGLAS DC-6 5

LINE A applies to: AA, CO
LINE B applies to: BN, DL, KL, NA, SN, SAS
LINE C applies to: UA

FIRST DIMENSION (IN INCHES)

| SECOND DIMENSION (IN INCHES) | LINE | 2 | 4 | 6 | 8 | 10 | 12 | 14 | 16 | 18 | 20 | 22 | 24 | 26 | 27 | 28 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2 | A | 150 | | | | | | | | | | | | | | |
| | B | 150 | | | | | | | | | | | | | | |
| | C | 150 | | | | | | | | | | | | | | |
| 4 | A | 150 | 150 | | | | | | | | | | | | | |
| | B | 150 | 150 | | | | | | | | | | | | | |
| | C | 150 | 150 | | | | | | | | | | | | | |
| 6 | A | 150 | 150 | 150 | | | | | | | | | | | | |
| | B | 150 | 150 | 150 | | | | | | | | | | | | |
| | C | 150 | 150 | 150 | | | | | | | | | | | | |
| 8 | A | 150 | 150 | 150 | 150 | | | | | | | | | | | |
| | B | 150 | 149 | 149 | 149 | | | | | | | | | | | |
| | C | 150 | 150 | 150 | 150 | | | | | | | | | | | |
| 10 | A | 150 | 150 | 150 | 150 | 150 | | | | | | | | | | |
| | B | 150 | 143 | 140 | 137 | 133 | | | | | | | | | | |
| | C | 150 | 150 | 150 | 150 | 150 | | | | | | | | | | |
| 12 | A | 150 | 150 | 150 | 150 | 150 | 146 | | | | | | | | | |
| | B | 150 | 138 | 133 | 128 | 124 | 122 | | | | | | | | | |
| | C | 150 | 150 | 150 | 150 | 150 | 146 | | | | | | | | | |
| 14 | A | 150 | 150 | 150 | 150 | 150 | 146 | 131 | | | | | | | | |
| | B | 144 | 131 | 124 | 119 | 118 | 116 | 114 | | | | | | | | |
| | C | 150 | 150 | 150 | 150 | 150 | 146 | 131 | | | | | | | | |
| 16 | A | 150 | 150 | 150 | 150 | 150 | 146 | 127 | 118 | | | | | | | |
| | B | 131 | 122 | 117 | 115 | 112 | 109 | 108 | 108 | | | | | | | |
| | C | 150 | 150 | 150 | 150 | 150 | 142 | 127 | 117 | | | | | | | |
| 17 | A | 150 | 150 | 150 | 150 | 150 | 136 | 123 | 116 | 107 | | | | | | |
| | B | 120 | 115 | 107 | 107 | 106 | 105 | 104 | 104 | 104 | | | | | | |
| 18 | C | 150 | 150 | 150 | 150 | 135 | 123 | 121 | 111 | 105 | | | | | | |
| 19 | A | 150 | 150 | 150 | 150 | 138 | 128 | 120 | 114 | 101 | 98 | | | | | |
| | B | 112 | 107 | 105 | 103 | 102 | 101 | 100 | 100 | 99 | 98 | | | | | |
| 20 | C | 150 | 150 | 150 | 142 | 131 | 110 | 104 | 98 | 95 | 90 | | | | | |
| 21 | A | 150 | 150 | 150 | 148 | 130 | 118 | 116 | 106 | 96 | 94 | 86 | | | | |
| | B | 104 | 100 | 98 | 97 | 97 | 97 | 96 | 96 | 95 | 94 | 86 | | | | |
| 22 | C | 150 | 150 | 147 | 130 | 125 | 103 | 98 | 92 | 90 | 84 | 81 | | | | |
| 23 | A | 150 | 150 | 143 | 127 | 121 | 110 | 105 | 98 | 94 | 90 | 82 | 78 | | | |
| | B | 96 | 94 | 94 | 93 | 93 | 93 | 92 | 92 | 91 | 90 | 82 | 74 | | | |
| 24 | C | 150 | 147 | 138 | 123 | 115 | 96 | 91 | 88 | 84 | 78 | 74 | 71 | | | |
| 25 | A | 148 | 148 | 138 | 123 | 113 | 100 | 95 | 93 | 91 | 83 | 79 | 73 | 67 | | |
| | B | 92 | 90 | 90 | 89 | 89 | 88 | 88 | 88 | 87 | 87 | 78 | 70 | 52 | | |
| 26 | C | 147 | 143 | 128 | 116 | 110 | 90 | 84 | 81 | 79 | 73 | 73 | 71 | 67 | | |
| 27 | A | 147 | 147 | 128 | 115 | 98 | 91 | 90 | 87 | 85 | 77 | 73 | 72 | 67 | 67 | |
| | B | 87 | 86 | 85 | 85 | 85 | 84 | 83 | 83 | 82 | 81 | 73 | 66 | 52 | 52 | |
| 28 | C | 143 | 130 | 118 | 103 | 95 | 85 | 82 | 77 | 75 | 73 | 73 | 71 | — | 67 | 40 |
| 29 | A | 143 | 128 | 118 | 108 | 94 | 89 | 87 | 84 | 83 | 76 | 71 | 71 | 67 | 67 | |
| | B | 82 | 81 | 80 | 80 | 80 | 79 | 79 | 78 | 78 | 69 | 69 | 52 | 52 | 52 | |
| 30 | C | 133 | 118 | 108 | 95 | 89 | 80 | 76 | 72 | 71 | 67 | 63 | 58 | 43 | | |
| 31 | A | 123 | 108 | 96 | 90 | 82 | 80 | 77 | 77 | 75 | 73 | 71 | 71 | 67 | 67 | |
| | B | 77 | 77 | 76 | 75 | 75 | 75 | 74 | 74 | 73 | 72 | 65 | 57 | 52 | 52 | |
| 32 | C | 123 | 108 | 92 | 90 | 82 | 76 | 70 | 69 | 67 | 63 | 58 | 54 | 41 | | |
| 34 | A | 110 | 96 | 86 | 80 | 76 | 74 | 73 | 73 | 73 | 73 | 71 | 71 | 67 | 67 | |
| | B | 72 | 72 | 72 | 71 | 71 | 70 | 69 | 69 | 68 | 67 | 61 | 54 | 52 | 52 | |
| | C | 110 | 96 | 86 | 80 | 76 | 72 | 68 | 66 | 65 | 60 | 56 | 52 | 39 | | |
| 35 | A | 103 | 84 | 75 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 71 | 71 | 67 | 67 | |
| | B | 71 | 69 | 68 | 68 | 67 | 66 | 66 | 65 | 64 | 62 | 56 | 52 | 52 | 52 | |
| 36 | A | 103 | 84 | 75 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 71 | 71 | 67 | 67 | |
| | B | 71 | 69 | 68 | 68 | 67 | 66 | 66 | 65 | 64 | 62 | 56 | 52 | 52 | 52 | |
| | C | 103 | 84 | 75 | 73 | 71 | 69 | 66 | 64 | 61 | 58 | 53 | 48 | 38 | | |
| 38 | A | 88 | 78 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 71 | 71 | 67 | 67 | |
| | B | 52 | 52 | 52 | 52 | 52 | 52 | 52 | 52 | 52 | 52 | 52 | 52 | 52 | 52 | |
| | C | 88 | 75 | | | | | | | | | | | | | |
| 40 | A | 78 | 75 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 63 | 63 | 53 | 53 | |
| | B | 52 | 52 | 52 | 52 | 52 | 52 | 52 | 52 | 52 | 52 | 52 | 52 | 52 | | |
| | C | 75 | | | | | | | | | | | | | | |
| 43 | A | 75 | 75 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 63 | 63 | 53 | 53 | |
| | B | 52 | 52 | 52 | 52 | 52 | 52 | 52 | 52 | 52 | 52 | 52 | 52 | 52 | | |
| 47 | A | 75 | 75 | 73 | 73 | 73 | 73 | 73 | 63 | 63 | 59 | 59 | | | | |
| | B | 52 | 52 | 52 | 52 | 52 | 52 | 52 | 52 | 52 | 52 | 52 | 52 | 52 | | |
| 51 | A | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | | | | | | | |
| | B | 52 | 52 | 52 | 52 | 52 | 52 | 52 | 52 | 52 | | | | | | |
| 55 | A | 51 | 51 | 51 | 51 | 51 | 51 | 51 | 51 | | | | | | | |
| | B | 52 | 52 | 52 | 52 | 52 | 52 | 52 | 52 | | | | | | | |

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

## 6 DOUGLAS DC-6B

LINE A applies to: AA, CP, WA
LINE B applies to: CO, KL, SAS
LINE C applies to: LAN, NA, NE, NW, PAA, SAB, SR, UA

FIRST DIMENSION (IN INCHES)

| SECOND DIMENSION (IN INCHES) | Line | 3 | 6 | 9 | 12 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 30 | 32 | 34 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3 | A | 211 | | | | | | | | | | | | | | | | | | | | |
| | B | 200 | | | | | | | | | | | | | | | | | | | | |
| | C | 200 | 200 | 200 | 200 | 184 | 175 | 166 | 158 | 149 | 142 | 137 | 131 | 126 | 120 | 111 | 104 | 100 | | | | |
| 8 | A | 211 | 211 | | | | | | | | | | | | | | | | | | | |
| | B | 200 | 200 | | | | | | | | | | | | | | | | | | | |
| | C | 200 | 200 | 200 | 200 | 193 | 168 | 161 | 153 | 147 | 141 | 135 | 128 | 121 | 116 | 112 | 105 | 97 | 91 | | | |
| 9 | A | 211 | 211 | 195 | | | | | | | | | | | | | | | | | | |
| | B | 200 | 200 | 195 | | | | | | | | | | | | | | | | | | |
| | C | 200 | 200 | 195 | 169 | 150 | 144 | 139 | 135 | 128 | 123 | 117 | 113 | 108 | 104 | 94 | 89 | 82 | | | | |
| 12 | A | 211 | 193 | 186 | 158 | | | | | | | | | | | | | | | | | |
| | B | 190 | 190 | 186 | 158 | | | | | | | | | | | | | | | | | |
| | C | 190 | 190 | 186 | 158 | 141 | 135 | 129 | 124 | 118 | 113 | 109 | 106 | 101 | 97 | 92 | 81 | 74 | | | | |
| 15 | A | 184 | 168 | 160 | 142 | 127 | | | | | | | | | | | | | | | | |
| | B | 168 | 168 | 160 | 142 | 127 | | | | | | | | | | | | | | | | |
| | C | 168 | 168 | 160 | 142 | 127 | 122 | 118 | 114 | 109 | 104 | 101 | 98 | 94 | 90 | 79 | 72 | 67 | | | | |
| 16 | A | 175 | 161 | 144 | 135 | 122 | 121 | | | | | | | | | | | | | | | |
| | B | 175 | 161 | 144 | 135 | 122 | 121 | | | | | | | | | | | | | | | |
| | C | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | | | |
| 17 | A | 166 | 153 | 139 | 129 | 118 | 116 | 113 | | | | | | | | | | | | | | |
| | B | 166 | 153 | 139 | 129 | 118 | 116 | 113 | | | | | | | | | | | | | | |
| | C | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | | | |
| 18 | A | 158 | 147 | 135 | 135 | 124 | 114 | 111 | 108 | 105 | | | | | | | | | | | | |
| | B | 150 | 150 | 135 | 123 | 114 | 111 | 108 | 105 | 101 | | | | | | | | | | | | |
| | C | 150 | 150 | 135 | 123 | 114 | 111 | 108 | 105 | 101 | 97 | 95 | 91 | 87 | 84 | 77 | 69 | 60 | | | | |
| 19 | A | 149 | 141 | 128 | 118 | 109 | 106 | 103 | 101 | 94 | | | | | | | | | | | | |
| | B | 149 | 141 | 128 | 118 | 109 | 106 | 103 | 101 | 94 | | | | | | | | | | | | |
| | C | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | | | |
| 20 | A | 142 | 135 | 123 | 113 | 104 | 101 | 99 | 97 | 92 | 90 | | | | | | | | | | | |
| | B | 142 | 135 | 123 | 113 | 104 | 101 | 99 | 97 | 92 | 90 | | | | | | | | | | | |
| | C | — | — | — | — | — | — | — | — | — | — | | | | | | | | | | | |
| 21 | A | 137 | 128 | 117 | 109 | 101 | 96 | 95 | 94 | 90 | 87 | 84 | | | | | | | | | | |
| | B | 124 | 124 | 116 | 108 | 99 | 96 | 95 | 94 | 90 | 89 | 89 | | | | | | | | | | |
| | C | 124 | 124 | 116 | 108 | 99 | 96 | 95 | 94 | 90 | 89 | 89 | 82 | 79 | 77 | 68 | 61 | 54 | | | | |
| 22 | A | 131 | 121 | 113 | 106 | 98 | 95 | 92 | 91 | 88 | 85 | 82 | 78 | | | | | | | | | |
| | B | 131 | 121 | 113 | 106 | 98 | 95 | 92 | 91 | 89 | 89 | 89 | 89 | | | | | | | | | |
| | C | — | — | — | — | — | — | — | — | — | — | — | — | | | | | | | | | |
| 23 | A | 126 | 116 | 108 | 101 | 94 | 91 | 89 | 87 | 84 | 81 | 79 | 76 | 74 | | | | | | | | |
| | B | 126 | 116 | 108 | 101 | 94 | 91 | 89 | 89 | 89 | 89 | 89 | 89 | 85 | | | | | | | | |
| | C | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | | | |
| 24 | A | 120 | 112 | 104 | 97 | 91 | 88 | 86 | 84 | 81 | 78 | 76 | 74 | 72 | 70 | | | | | | | |
| | B | 112 | 112 | 104 | 96 | 91 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 85 | 85 | | | | | | | |
| | C | 112 | 112 | 104 | 96 | 91 | 88 | 86 | 84 | 81 | 78 | 76 | 74 | 72 | 70 | 61 | 54 | 48 | | | | |
| 25 | A | 111 | 105 | 101 | 95 | 88 | 85 | 83 | 81 | 78 | 76 | 74 | 72 | 70 | 68 | 61 | | | | | | |
| | B | 111 | 105 | 101 | 95 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 85 | 85 | 76 | | | | | | |
| | C | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | | | | | |
| 26 | A | 104 | 102 | 98 | 92 | 85 | 82 | 81 | 79 | 76 | 74 | 72 | 70 | 68 | 66 | 57 | 53 | | | | | |
| | B | 104 | 102 | 94 | 92 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 85 | 76 | 76 | | | | |
| | C | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | | | |
| 27 | A | 100 | 99 | 95 | 89 | 82 | 79 | 78 | 77 | 74 | 72 | 70 | 69 | 66 | 64 | 53 | 49 | 43 | | | | |
| | B | 100 | 99 | 95 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 85 | 85 | 76 | 76 | 70 | | | | |
| | C | 99 | 98 | 95 | 89 | 82 | 79 | 78 | 77 | 74 | 72 | 70 | 69 | 66 | 64 | 53 | 49 | 43 | | | | |
| 30 | A | 89 | 88 | 86 | 80 | 74 | 72 | 72 | 71 | 69 | 67 | 65 | 63 | 61 | 58 | 49 | 43 | 39 | | | | |
| | B | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | | | |
| | C | 88 | 88 | 86 | 80 | 76 | 72 | 72 | 71 | 69 | 67 | 65 | 63 | 61 | 59 | 48 | 43 | 39 | | | | |
| 33 | A | 80 | 80 | 79 | 75 | 70 | 68 | 67 | 66 | 64 | 62 | 60 | 57 | 54 | 53 | 45 | 41 | 36 | | | | |
| | B | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 88 | 82 | 82 | 74 | 74 | 69 | 69 | 67 | | |
| | C | 80 | 80 | 79 | 75 | 70 | 68 | 67 | 66 | 64 | 62 | 60 | 57 | 54 | 53 | 45 | 41 | 36 | | | | |
| 36 | A | 71 | 71 | 71 | 69 | 66 | 64 | 62 | 61 | 59 | 58 | 56 | 53 | 50 | 48 | 42 | 38 | 34 | | | | |
| | B | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 88 | 81 | 81 | 74 | 74 | 68 | 68 | 67 | 63 | |
| | C | 71 | 71 | 71 | 69 | 66 | 64 | 62 | 61 | 59 | 58 | 56 | 53 | 50 | 48 | 42 | 38 | 34 | | | | |
| 40 | B | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 87 | 78 | 78 | 73 | 73 | 67 | 67 | 66 | 63 | 63 |
| 44 | B | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 87 | 78 | 78 | 72 | 72 | 66 | 66 | 65 | 63 | 63 |
| 48 | B | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 86 | 77 | 77 | 71 | 71 | 65 | 65 | 64 | 63 | 63 |
| 52 | B | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 86 | 77 | 77 | 71 | 71 | 64 | 64 | 63 | 63 | 63 |
| 56 | B | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 85 | 76 | 76 | 70 | 70 | 64 | 64 | 63 | 63 | 62 |
| 60 | B | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 85 | 76 | 76 | 70 | 70 | 64 | 64 | 63 | 63 | |
| 68 | B | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 85 | 76 | 76 | 70 | 70 | 64 | 64 | | | |
| 80 | B | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 85 | | | | | | | | | |

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

## 7 LOCKHEED SUPER CONSTELLATION (COMBINATION)

FIRST DIMENSION (IN INCHES)

| SECOND DIMENSION (IN INCHES) | | 2 | 4 | 6 | 8 | 10 | 12 | 13 | 14 | 16 | 18 | 20 | 21 | 22 | 24 | 25 | 26 | 28 | 29 | 30 | 32 | 34 | 39 | 40 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2 | A | 312 | 300 | 202 | 199 | 158 | 142 | | 128 | 117 | 110 | 107 | 105 | 71 | 65 | | 59 | 54 | | 49 | 44 | 39 | | |
| | B | 312 | | | | | 100 | 100 | | 100 | 100 | | 100 | | 100 | 100 | | 100 | 123 | 100 | | | 100 | 100 |
| 3 | B | 312 | | | | | 100 | 226 | | 220 | 220 | | 200 | | 200 | 200 | | 200 | 111 | 100 | | | 100 | 100 |
| 4 | A | 310 | 300 | 202 | 199 | 158 | 142 | | 128 | 117 | 110 | 107 | 105 | 68 | 63 | | 58 | 52 | | 47 | 42 | | | |
| | B | 300 | | | | | 100 | 200 | | 200 | 200 | | 200 | | 200 | 200 | | 200 | 111 | 100 | | | 100 | 100 |
| 6 | A | 310 | 300 | 202 | 199 | 158 | 142 | | 128 | 117 | 110 | 107 | 105 | 68 | 63 | | 58 | 52 | | 47 | 42 | | | |
| | B | 300 | | | | | 177 | 170 | | 170 | 170 | | 170 | | 170 | 170 | | 170 | 101 | 100 | | | 100 | 100 |
| 8 | A | 310 | 300 | 202 | 199 | 158 | 142 | | 128 | 117 | 110 | 107 | 105 | 68 | 63 | | 58 | 52 | | 47 | 42 | | | |
| | B | 300 | | | | | 177 | 152 | | 152 | 152 | | 152 | | 152 | 152 | | 152 | 100 | 100 | | | 100 | 100 |
| 9 | B | 300 | | | | | 158 | 137 | | 137 | 137 | | 137 | | 137 | 137 | | 137 | 100 | 100 | | | 100 | 100 |
| 10 | A | 310 | 300 | 202 | 199 | 158 | 142 | | 128 | 117 | 110 | 107 | 105 | 68 | 63 | | 58 | 52 | | 47 | 42 | | | |
| | B | 300 | | | | | 156 | 137 | | 137 | 137 | | 137 | | 137 | 137 | | 137 | 100 | 100 | | | 100 | 100 |
| 12 | A | 310 | 300 | 202 | 199 | 158 | 142 | | 128 | 117 | 110 | 107 | 105 | 68 | 63 | | 58 | 52 | | 47 | 42 | | | |
| | B | 300 | | | | | 142 | 128 | | 126 | 126 | | 126 | | 126 | 126 | | 126 | 100 | 100 | | | 100 | 100 |
| 13 | A | 310 | 255 | 197 | 194 | 156 | 139 | | 128 | 116 | 109 | 107 | 104 | 65 | 60 | | 55 | 50 | | 45 | 41 | | | |
| | B | 300 | | | | | 128 | 114 | | 114 | 114 | | 114 | | 114 | 114 | | 114 | 100 | 100 | | | 100 | 100 |
| 14 | A | 300 | 255 | 197 | 194 | 156 | 139 | | 126 | 116 | 109 | 105 | 104 | 65 | 60 | | 55 | 50 | | 45 | 41 | | | |
| | B | 300 | | | | | 127 | 114 | | 114 | 114 | | 114 | | 114 | 114 | | 114 | 100 | 100 | | | 100 | 100 |
| 15 | B | 300 | | | | | 124 | 114 | | 108 | 108 | | 108 | | 108 | 108 | | 108 | 100 | 100 | | | 100 | 100 |
| 16 | A | 300 | 243 | 193 | 191 | 153 | 137 | | 124 | 115 | 109 | 105 | 103 | 65 | 60 | | 55 | 50 | | 45 | 41 | | | |
| | B | 300 | | | | | 124 | 114 | | 108 | 108 | | 108 | | 108 | 108 | | 108 | 100 | 100 | | | 100 | 100 |
| 17 | B | 300 | | | | | 124 | 114 | | 108 | 108 | | 106 | | 106 | 106 | | 106 | 100 | 100 | | | 100 | 100 |
| 18 | A | 300 | 234 | 190 | 188 | 150 | 135 | | 122 | 113 | 108 | 104 | 103 | 65 | 60 | | 55 | 50 | | 45 | 41 | | | |
| | B | 300 | | | | | 121 | 114 | | 108 | 106 | | 104 | | 104 | 104 | | 104 | 100 | 100 | | | 100 | 100 |
| 19 | B | 300 | | | | | 124 | 114 | | 108 | 106 | | 104 | | 104 | 104 | | 104 | 100 | 100 | | | 100 | 100 |
| 20 | A | 300 | 225 | 186 | 185 | 147 | 133 | | 121 | 112 | 107 | 104 | 102 | 65 | 60 | | 55 | 50 | | 45 | 41 | | | |
| | B | 300 | | | | | 124 | 114 | | 108 | 104 | | 102 | | 102 | 102 | | 102 | 100 | 100 | | | 100 | 100 |
| 21 | A | 300 | 218 | 181 | 182 | 144 | 127 | | 119 | 111 | 106 | 103 | 100 | 65 | 60 | | 55 | 50 | | 45 | 41 | | | |
| | B | 300 | | | | | 124 | 114 | | 108 | 104 | | 100 | | 100 | 100 | | 100 | 100 | 100 | | | 100 | 100 |
| 22 | A | 300 | 218 | 181 | 182 | 144 | 126 | | 119 | 111 | 106 | 103 | 100 | 65 | 60 | | 55 | 50 | | 45 | 41 | | | |
| | B | 300 | | | | | 124 | 114 | | 108 | 104 | | 100 | | 100 | 100 | | 100 | 100 | 100 | | | 100 | 100 |
| 23 | B | 300 | | | | | 124 | 114 | | 108 | 104 | | 100 | | 100 | 100 | | 100 | 100 | 100 | | | 100 | 100 |
| 24 | A | 300 | 212 | 177 | 178 | 141 | 126 | | 118 | 110 | 105 | 102 | 101 | 97 | 92 | | 48 | 45 | | 42 | | | | |
| | B | 300 | | | | | 124 | 114 | | 108 | 104 | | 100 | | 100 | 100 | | 100 | 100 | 100 | | | 100 | 100 |
| 25 | B | 300 | | | | | 124 | 114 | | 108 | 104 | | 100 | | 100 | 100 | | 100 | 100 | 100 | | | 100 | 100 |
| 26 | A | 300 | 209 | 174 | 175 | 139 | 124 | | 116 | 109 | 104 | 101 | 101 | 97 | 92 | | 48 | 45 | | 42 | | | | |
| | B | 300 | | | | | 124 | 114 | | 108 | 104 | | 100 | | 100 | 100 | | 100 | 100 | 100 | | | 100 | 100 |
| 28 | A | 300 | 200 | 170 | 170 | 137 | 124 | | 114 | 108 | 104 | 101 | 100 | 97 | 92 | | 48 | 45 | | 42 | | | | |
| | B | 300 | | | | | 124 | 114 | | 108 | 104 | | 100 | | 100 | 100 | | 100 | 100 | 100 | | | 100 | 100 |
| 29 | A | 300 | 200 | 170 | 170 | 137 | 124 | | 114 | 108 | 104 | 101 | 100 | 97 | 92 | | 48 | 45 | | 42 | | | | |
| | B | 300 | | | | | 124 | 114 | | 108 | 104 | | 100 | | 100 | 100 | | 100 | 100 | 100 | | | 100 | 100 |
| 30 | A | 300 | 200 | 170 | 170 | 137 | 124 | | 114 | 108 | 104 | 101 | 100 | 97 | 92 | | 48 | 45 | | 42 | | | | |
| | B | 300 | | | | | 124 | 114 | | 108 | 104 | | 100 | | 100 | 100 | | 100 | 100 | 100 | | | 100 | 100 |
| 32 | A | 300 | 200 | 170 | 170 | 137 | 124 | | 114 | 108 | 104 | 101 | 100 | 97 | 92 | | 48 | 45 | | 42 | | | | |
| | B | 300 | | | | | 124 | 114 | | 108 | 104 | | 100 | | 100 | 100 | | 100 | 100 | 100 | | | 100 | 100 |
| 33 | A | 300 | 200 | 170 | 170 | 137 | 124 | | 114 | 108 | 104 | 101 | 100 | 97 | 92 | | 48 | 45 | | 42 | | | | |
| | B | 300 | | | | | 124 | 114 | | 108 | 104 | | 100 | | 100 | 100 | | 100 | 100 | 100 | | | 100 | 100 |
| 34 | A | 300 | 200 | 170 | 170 | 137 | 124 | | 114 | 108 | 104 | 101 | 100 | 97 | 92 | | 48 | 45 | | 42 | | | | |
| | B | 300 | | | | | 124 | 114 | | 108 | 104 | | 100 | | 100 | 100 | | 100 | 100 | 100 | | | 100 | 100 |
| 36 | A | 300 | 200 | 170 | 170 | 137 | 124 | | 114 | 108 | 104 | 101 | 100 | 97 | 92 | | 48 | 45 | | 42 | | | | |
| | B | 300 | | | | | 124 | 114 | | 108 | 104 | | 100 | | 100 | 100 | | 100 | 100 | 100 | | | 100 | 100 |
| 37 | A | 300 | 200 | 170 | 170 | 137 | 124 | | 114 | 108 | 104 | 101 | 100 | 97 | 92 | | 48 | 45 | | 42 | | | | |
| | B | 300 | | | | | 124 | 114 | | 108 | 104 | | 100 | | 100 | 100 | | 100 | 100 | 100 | | | 100 | 100 |
| 38 | A | 300 | 200 | 170 | 170 | 137 | 124 | | 114 | 108 | 104 | 101 | 100 | 97 | 92 | | 48 | 45 | | 42 | | | | |
| | B | 300 | | | | | 124 | 114 | | 108 | 104 | | 100 | | 100 | 100 | | 100 | 100 | 100 | | | 100 | 100 |
| 39 | A | 300 | 200 | 170 | 170 | 137 | 124 | | 114 | 108 | 104 | 101 | 100 | 97 | 92 | | 48 | 45 | | 42 | | | | |
| | B | 300 | | | | | 124 | 114 | | 108 | 104 | | 100 | | 100 | 100 | | 100 | 100 | 100 | | | 100 | 100 |
| 40 | A | 300 | 200 | 170 | 170 | 137 | 124 | | 114 | 108 | 104 | 101 | 100 | 97 | 92 | | 48 | 45 | | 42 | | | | |
| | B | 300 | | | | | 124 | 114 | | 108 | 104 | | 100 | | 100 | 100 | | 100 | 100 | 100 | | | 100 | 100 |
| 41 | A | 300 | 200 | 170 | 170 | 137 | 124 | | 114 | 108 | 104 | 101 | 100 | 97 | 92 | | 48 | 45 | | 42 | | | | |
| | B | 300 | | | | | 124 | 114 | | 108 | 104 | | 100 | | 100 | 100 | | 100 | 100 | 100 | | | 100 | 100 |
| 42 | A | 243 | 111 | 102 | 93 | 85 | 78 | | 73 | 68 | 65 | 63 | | 29 | 29 | | 29 | 29 | | | | | | |
| 44 | A | 96 | 96 | 85 | 80 | 74 | 70 | | 67 | 67 | 57 | 29 | | 29 | 29 | | 29 | 29 | | | | | | |
| 46 | A | 87 | 87 | 80 | 75 | 71 | 67 | 66 | 63 | 63 | 57 | 29 | | 29 | 29 | | 29 | 29 | | | | | | |
| 49 | A | 56 | 55 | 54 | 54 | 53 | 52 | | 52 | 51 | 51 | 29 | | 29 | 29 | | 29 | 29 | | | | | | |

A=applicable only to TCA
B=Not applicable to TCA

FIND LENGTH (IN INCHES) AT INTERSECTION OF LENGTH AND WIDTH

## 8 LOCKHEED CONSTELLATION (For Lockheed SPEEDPAK See Table 16)

FIRST DIMENSION (IN INCHES)

| SECOND DIMENSION (IN INCHES) | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2 | 170 | 170 | 170 | 170 | 170 | 170 | 170 | 170 | 165 | 160 | 150 | 130 | 110 | 95 | 85 | 75 | 70 | 68 | 55 |
| 4 | 170 | 170 | 170 | 170 | 170 | 170 | 170 | 170 | 165 | 160 | 150 | 130 | 110 | 95 | 85 | 75 | 70 | 68 | 55 |
| 6 | 170 | 170 | 170 | 170 | 170 | 170 | 170 | 170 | 165 | 160 | 150 | 130 | 110 | 95 | 85 | 75 | 70 | 68 | 55 |
| 8 | 170 | 170 | 170 | 170 | 170 | 170 | 170 | 170 | 165 | 160 | 150 | 130 | 110 | 95 | 85 | 75 | 70 | 68 | 55 |
| 10 | 170 | 170 | 170 | 170 | 170 | 170 | 170 | 165 | 165 | 155 | 145 | 130 | 110 | 95 | 85 | 75 | 70 | 60 | 55 |
| 12 | 170 | 170 | 170 | 170 | 170 | 170 | 170 | 165 | 160 | 155 | 145 | 125 | 110 | 95 | 85 | 75 | 70 | 60 | 55 |
| 14 | 170 | 170 | 170 | 170 | 170 | 170 | 170 | 165 | 160 | 155 | 140 | 125 | 105 | 95 | 85 | 75 | 70 | 60 | 55 |
| 16 | 170 | 170 | 170 | 170 | 170 | 145 | 135 | 130 | 120 | 115 | 110 | 105 | 105 | 90 | 80 | 75 | 70 | 60 | 55 |
| 18 | 170 | 170 | 170 | 170 | 156 | 145 | 135 | 125 | 120 | 115 | 110 | 105 | 95 | 85 | 80 | 70 | 68 | 60 | 55 |
| 20 | 170 | 170 | 170 | 170 | 155 | 140 | 135 | 125 | 120 | 115 | 110 | 105 | 95 | 85 | 80 | 70 | 68 | 60 | |
| 22 | 170 | 170 | 170 | 170 | 150 | 140 | 135 | 125 | 120 | 115 | 110 | 105 | 95 | 85 | 75 | 70 | 68 | 60 | |
| 24 | 170 | 170 | 170 | 170 | 145 | 140 | 130 | 120 | 115 | 115 | 105 | 105 | 95 | 85 | 75 | 70 | 60 | | |
| 26 | 170 | 170 | 170 | 170 | 145 | 140 | 130 | 120 | 115 | 115 | 105 | 105 | 95 | 85 | 75 | 70 | 60 | | |
| 28 | 170 | 170 | 170 | 170 | 145 | 135 | 130 | 120 | 115 | 115 | 105 | 95 | 90 | 80 | 75 | 68 | 60 | | |
| 30 | 170 | 170 | 170 | 150 | 140 | 135 | 125 | 120 | 115 | 110 | 105 | 95 | 90 | 80 | 70 | 68 | 60 | | |
| 32 | 170 | 170 | 170 | 145 | 140 | 130 | 120 | 120 | 115 | 105 | 105 | 95 | 85 | 75 | 70 | 60 | 55 | | |
| 34 | 170 | 170 | 156 | 145 | 135 | 130 | 120 | 115 | 115 | 105 | 105 | 95 | 80 | 70 | 68 | 60 | 55 | | |
| 36 | 170 | 170 | 156 | 140 | 135 | 125 | 120 | 115 | 110 | 105 | 95 | 85 | 80 | 70 | 68 | 60 | 55 | | |
| 38 | 170 | 155 | 145 | 135 | 125 | 120 | 115 | 110 | 105 | 95 | 95 | 80 | 70 | 68 | 60 | | | | |
| 40 | 170 | 145 | 135 | 130 | 120 | 115 | 110 | 105 | 100 | 90 | 85 | 75 | 68 | 60 | 55 | | | | |
| 41 | 170 | 145 | 135 | 130 | 120 | 115 | 110 | 105 | 95 | 90 | 80 | 70 | 68 | 60 | 55 | | | | |

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS •

## 10 DOUGLAS DC-7, 7-B, 7-C

HEIGHT OR WIDTH (IN INCHES)

| WIDTH OR HEIGHT (IN INCHES) | 8 | 9 | 12 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8 | *211 | 210 | 188 | 177 | 169 | 161 | 153 | 148 | 142 | 136 | 129 | 123 | 117 | 114 | 111 | 108 |
| 9 | 211 | 191 | 172 | 163 | 156 | 149 | 142 | 136 | 131 | 126 | 121 | 115 | 109 | 105 | 101 | 97 |
| 12 | 189 | 173 | 158 | 150 | 144 | 137 | 131 | 126 | 121 | 116 | 111 | 106 | 101 | 97 | 92 | 87 |
| 15 | 170 | 156 | 143 | 137 | 132 | 126 | 120 | 116 | 111 | 106 | 102 | 98 | 94 | 89 | 83 | 77 |
| 18 | 152 | 140 | 129 | 124 | 120 | 115 | 112 | 105 | 101 | 97 | 94 | 90 | 86 | 80 | 74 | 68 |
| 21 | 136 | 126 | 116 | 112 | 108 | 103 | 99 | 96 | 92 | 89 | 85 | 82 | 79 | 72 | 66 | 60 |
| 24 | 120 | 111 | 103 | 100 | 97 | 93 | 90 | 87 | 85 | 83 | 79 | 76 | 72 | 66 | 60 | 54 |
| 27 | 105 | 98 | 91 | 90 | 87 | 84 | 81 | 80 | 78 | 76 | 72 | 69 | 65 | 59 | 54 | 49 |
| 30 | 93 | 88 | 83 | 81 | 78 | 76 | 74 | 73 | 71 | 70 | 67 | 63 | 59 | 54 | 50 | 45 |
| 33 | 87 | 83 | 79 | 76 | 74 | 71 | 69 | 68 | 66 | 65 | 62 | 58 | 54 | 49 | 45 | 41 |
| 36 | 83 | 79 | 76 | 73 | 71 | 69 | 67 | 64 | 62 | 60 | 57 | 53 | 49 | 45 | 41 | 38 |
| 39 | 80 | 77 | 75 | 70 | 69 | 67 | 65 | 62 | 59 | 56 | 53 | 49 | 45 | 42 | 38 | 34 |

Width only (in inches)

FIND LENGTH (IN INCHES) AT INTERSECTION OF HEIGHT AND WIDTH

*Maximum length of 235 inches applicable to the DC-7C

## 9 CONSOLIDATED CONVAIR

APPLICABLE TO AL, NA AND TW

| Second Dimension (In Inches) \ First Dimension (In Inches) | 5 | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 |
|---|---|---|---|---|---|---|---|---|---|
| 5 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 |
| 10 | | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 |
| 15 | | | 72 | 75 | 75 | 75 | 75 | 75 | 73 |
| 20 | | | | 70 | 70 | 70 | 70 | 70 | 70 |
| 25 | | | | | 60 | 70 | 70 | 70 | 55 |
| 30 | | | | | | 55 | | | |

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

## 11 BOEING STRATOCRUISER

FIRST DIMENSION (IN INCHES)

| SECOND DIMENSION (IN INCHES) | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 20 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 |
| 40 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 |
| 60 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 |
| 84 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 27 | 27 |
| 88 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 27 | 27 | 27 |
| 72 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 27 | 27 | 27 | 27 |
| 76 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 27 | 27 | 27 | 27 | 27 | 27 |
| 80 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 |
| 84 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 |
| 88 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 |
| 92 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | |
| 96 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | | |
| 100 | 40 | 40 | 40 | 40 | 40 | 40 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | | | |
| 104 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | | | | | |
| 108 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | | | | | | |
| 112 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | | | | | | | | |
| 116 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | | | | | | | | | |
| 120 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | | | | | | | | | | | |
| 124 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | | | | | | | | | | | | | |
| 128 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | | | | | | | | | | | | | | |
| 132 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | | | | | | | | | | | | | | | | |
| 136 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | | | | | | | | | | | | | | | | | |
| 140 | 27 | 27 | 27 | 27 | 27 | 27 | | | | | | | | | | | | | | | | | | | | |

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

## CONSOLIDATED CONVAIR

FIRST DIMENSION (IN INCHES)

| SECOND DIMENSION (IN INCHES) | LINE | 2 | 4 | 6 | 8 | 10 | 12 | 14 | 16 | 18 | 20 | 22 | 24 | 26 | 28 | 30 | 32 | 34 | 36 | 38 | 40 | 42 | 44 | 46 | 48 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2 | A | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 91 | 86 | 78 | 78 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | – |
| | B | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 91 | 86 | 78 | 78 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | – |
| | C | 108 | 108 | 108 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 |
| | D | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 91 | 86 | 78 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 |
| 4 | A | | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 |
| | B | | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 91 | 86 | 78 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | – |
| | C | | 108 | 108 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 |
| | D | | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 90 | 84 | 76 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 |
| 6 | A | | | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 |
| | B | | | 96 | 96 | 96 | 96 | 96 | 96 | 89 | 85 | 75 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | – |
| | C | | | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 104 | 104 | 104 | 104 | 104 | 104 | 104 | 96 | 96 | 96 | 96 | 96 | 96 |
| | D | | | 96 | 96 | 96 | 96 | 96 | 96 | 89 | 85 | 75 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 |
| 8 | A | | | | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| | B | | | | 94 | 94 | 94 | 94 | 90 | 84 | 75 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | – |
| | C | | | | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 96 | 96 | 96 | 96 | 96 | 96 | 88 | 88 | 88 | 88 | 88 | 88 |
| | D | | | | 94 | 94 | 94 | 94 | 90 | 84 | 75 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 |
| 10 | A | | | | | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 |
| | B | | | | | 89 | 89 | 89 | 80 | 75 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | – |
| | C | | | | | 102 | 102 | 102 | 102 | 102 | 102 | 102 | 102 | 90 | 90 | 90 | 90 | 90 | 90 | 80 | 80 | 80 | 80 | 80 | 80 |
| | D | | | | | 89 | 89 | 89 | 80 | 75 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 |
| 12 | A | | | | | | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 |
| | B | | | | | | 84 | 84 | 77 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | – |
| | C | | | | | | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 84 | 84 | 84 | 84 | 84 | 84 | 80 | 80 | 80 | 80 | 80 | 80 |
| | D | | | | | | 84 | 84 | 77 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 |
| 14 | A | | | | | | | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 86 |
| | B | | | | | | | 80 | 74 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | – |
| | C | | | | | | | 84 | 84 | 84 | 84 | 84 | 84 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 |
| | D | | | | | | | 80 | 74 | 70 | 70 | 70 | 70 | 70 | 70 | 70 | 70 | 70 | 70 | 70 | 70 | 70 | 70 | 70 | 64 |
| 16 | A | | | | | | | | 84 | 84 | 84 | 84 | 84 | 84 | 84 | 84 | 84 | 84 | 84 | 84 | 84 | 84 | 84 | 84 | 84 |
| | B | | | | | | | | 70 | 67 | 65 | 59 | 59 | 59 | 59 | 59 | 59 | 59 | 59 | 59 | 59 | 59 | 59 | 59 | – |
| | C | | | | | | | | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 |
| | D | | | | | | | | 70 | 70 | 70 | 70 | 70 | 70 | 70 | 70 | 70 | 70 | 70 | 70 | 70 | 70 | 70 | 70 | 59 |
| 18 | A | | | | | | | | | 82 | 82 | 82 | 82 | 82 | 82 | 82 | 82 | 82 | 82 | 82 | 82 | 82 | 82 | 82 | 82 |
| | B | | | | | | | | | 70 | 70 | 70 | 70 | 70 | 70 | 70 | 70 | 70 | 70 | 70 | 70 | 70 | 70 | 70 | – |
| | C | | | | | | | | | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 |
| | D | | | | | | | | | 70 | 70 | 70 | 70 | 70 | 70 | 70 | 70 | 70 | 70 | 70 | 70 | 70 | 70 | 70 | 54 |
| 20 | A | | | | | | | | | | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 |
| | B | | | | | | | | | | 70 | 70 | 70 | 70 | 70 | 70 | 70 | 70 | 70 | 70 | 70 | 70 | 70 | 70 | – |
| | C | | | | | | | | | | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 |
| | D | | | | | | | | | | 70 | 70 | 70 | 70 | 70 | 70 | 70 | 70 | 70 | 70 | 70 | 70 | 70 | 70 | 50 |
| 22 | A | | | | | | | | | | | 76 | 76 | 76 | 76 | 76 | 76 | 76 | 76 | 76 | 76 | 76 | 76 | 76 | 76 |
| | B | | | | | | | | | | | 70 | 70 | 70 | 70 | 70 | 70 | 70 | 70 | 70 | 70 | 70 | 70 | 70 | – |
| | C | | | | | | | | | | | 80 | 80 | 59 | 59 | 59 | 59 | 59 | 52 | 52 | 52 | 52 | 52 | 52 | 52 |
| | D | | | | | | | | | | | 70 | 70 | 70 | 70 | 70 | 70 | 70 | 70 | 70 | 70 | 70 | 70 | 70 | 46 |
| 24 | A | | | | | | | | | | | | 72 | 72 | 72 | 72 | 72 | 72 | 72 | 72 | | | | | |
| | B | | | | | | | | | | | | 70 | 70 | 70 | 70 | 70 | 70 | 70 | 70 | 46 | 46 | 46 | 46 | – |
| | C | | | | | | | | | | | | 80 | 53 | 53 | 53 | 53 | 53 | 53 | 48 | 48 | 48 | 48 | 48 | 48 |
| | D | | | | | | | | | | | | 46 | 46 | 46 | 46 | 46 | 46 | 46 | 46 | 46 | 46 | 46 | 46 | 43 |
| | E | | 105 | 105 | 105 | 104 | 92 | 86 | 78 | 74 | 68 | 64 | 50 | 56 | 52 | 48 | 44 | | | | | | | | |
| | F | | 105 | | 105 | | 84 | | 80 | | 80 | | 58 | | 56 | | 56 | 56 | | | | | | | |
| 26 | A | | | | | | | | | | | | | | | | 30 | 30 | 30 | | | | | | |
| | B | | | | | | | | | | | | | | | | 46 | 46 | 46 | 46 | 46 | 46 | 46 | 46 | – |
| | C | | | | | | | | | | | | | | | | 48 | 48 | 48 | 48 | 48 | 48 | 48 | 48 | 45 |
| | D | | | | | | | | | | | | | | | | 46 | 46 | 46 | 46 | 46 | 46 | 46 | 46 | 41 |
| 28 | A | | | | | | | | | | | | | | | 30 | 30 | | | | | | | | |
| | B | | | | | | | | | | | | | | | 46 | 46 | 46 | 46 | 46 | 46 | 46 | 46 | 46 | – |
| | C | | | | | | | | | | | | | | | 48 | 48 | 48 | 48 | 48 | 48 | 48 | 48 | 43 | 43 |
| | D | | | | | | | | | | | | | | | 46 | 46 | 46 | 46 | 46 | 46 | 46 | 46 | 46 | 40 |
| 30 | C | | | | | | | | | | | | | | | | 48 | 48 | 48 | 48 | 48 | 38 | 38 | 38 | 38 |
| 32 | C | | | | | | | | | | | | | | | | | 48 | 48 | 48 | 36 | 36 | 36 | 36 | 36 | 36 |
| 34 | C | | | | | | | | | | | | | | | | | | 48 | 48 | 36 | 36 | 36 | 36 | 36 | 36 |
| 36 | E | | 104 | 104 | 98 | 90 | 84 | 78 | 72 | 68 | 64 | 60 | 56 | 52 | 48 | 44 | 40 | | | | | | | | |
| | F | | 104 | | 96 | | 84 | | 80 | | 80 | | 56 | | 42 | | 40 | 38 | | | | | | | |
| 48 | E | | 96 | 96 | 88 | 80 | 74 | 68 | 64 | 60 | 56 | 52 | 50 | 46 | 44 | 40 | 36 | | | | | | | | |
| | F | | 96 | | 88 | | 80 | | 80 | | 56 | | 48 | | 42 | | 38 | 34 | | | | | | | |

LINE A Applies to AA and MO
LINE B applies to BN, CO and NO
LINE C applies to WA
LINE D applies to UA only
LINE E applies to DL only
LINE F applies to EA only

CP MAXIMUM DIMENSIONS
28" x 48" x 30"
24" x 48" x 80"
12" x 24" x 98"

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

## 12 CANADAIR NORTH STAR (ALL-CARGO)

HEIGHT (IN INCHES)

| WIDTH (IN INCHES) | 30 | 48 | 62 | 67 | 68 | 69 | 70 | 71 | 71½ |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 372 | 372 | 312 | 251 | 239 | 227 | 209 | 190 | 166 |
| 2 | 372 | 372 | 290 | 238 | 226 | 215 | 199 | 183 | 158 |
| 3 | 372 | 350 | 269 | 227 | 215 | 205 | 190 | 175 | 151 |
| 4 | 372 | 330 | 255 | 216 | 205 | 196 | 181 | 168 | 146 |
| 5 | 372 | 310 | 243 | 205 | 195 | 189 | 174 | 161 | 143 |
| 6 | 372 | 293 | 231 | 196 | 187 | 181 | 167 | 155 | 140 |
| 7 | 352 | 280 | 220 | 188 | 180 | 174 | 160 | 149 | 122 |
| 8 | 332 | 266 | 210 | 180 | 173 | 167 | 154 | 144 | 104 |
| 9 | 313 | 255 | 201 | 173 | 167 | 162 | 147 | 140 | 96 |
| 10 | 295 | 244 | 192 | 167 | 162 | 155 | 140 | 137 | 91 |
| 11 | 278 | 235 | 185 | 161 | 157 | 150 | 135 | 133 | 88 |
| 12 | 262 | 225 | 179 | 157 | 152 | 145 | 130 | 130 | |
| 13 | 249 | 217 | 173 | 152 | 146 | 140 | 124 | 115 | |
| 14 | 236 | 208 | 167 | 147 | 141 | 135 | 119 | 107 | |
| 15 | 226 | 200 | 162 | 143 | 136 | 130 | 114 | 100 | |
| 16 | 216 | 193 | 15. | 138 | 132 | 125 | 109 | 95 | |
| 17 | 206 | 186 | 151 | 134 | 128 | 121 | 105 | 89 | |
| 18 | 198 | 180 | 147 | 130 | 123 | 117 | 101 | | |
| 19 | 190 | 174 | 142 | 125 | 119 | 113 | 98 | | |
| 20 | 183 | 168 | 138 | 122 | 115 | 109 | 94 | | |
| 21 | 175 | 163 | 134 | 118 | 111 | 105 | 90 | | |
| 22 | 169 | 158 | 130 | 114 | 107 | 102 | | | |
| 23 | 163 | 153 | 127 | 111 | 104 | 99 | | | |
| 24 | 158 | 148 | 124 | 108 | 101 | 96 | | | |
| 25 | 153 | 144 | 121 | 105 | 98 | 92 | | | |
| 26 | 149 | 139 | 117 | 102 | 95 | | | | |
| 27 | 144 | 135 | 114 | 100 | | | | | |
| 28 | 139 | 131 | 111 | 98 | | | | | |
| 29 | 135 | 127 | 108 | | | | | | |
| 30 | 132 | 124 | 103 | | | | | | |
| 31 | 128 | 120 | 102 | | | | | | |
| 32 | 124 | 117 | 100 | | | | | | |
| 33 | 121 | 113 | | | | | | | |
| 34 | 117 | 110 | | | | | | | |
| 35 | 114 | 107 | | | | | | | |

FIND LENGTH AT INTERSECTION OF HEIGHT AND WIDTH

## 13 CANADAIR NORTH STAR (COMBINATION)

| WIDTH (IN INCHES) \ HEIGHT (IN INCHES) | 2 | 4 | 6 | 8 | 10 | 12 | 14 | 16 | 18 | 20 | 22 | 24 | 26 | 28 | 29 | 32 | 34 | 36 | 38 | 40 | 42 | 44 | 46 | 48 | 50 | 52 | 54 | 56 | 58 | 60 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2 | 124 | 124 | 124 | 122 | 122 | 120 | 120 | 118 | 116 | 114 | 112 | 110 | 108 | 106 | 104 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 |
| 4 | 124 | 124 | 124 | 122 | 122 | 120 | 120 | 118 | 116 | 114 | 112 | 110 | 108 | 106 | 104 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 |
| 6 | 124 | 124 | 124 | 122 | 122 | 120 | 120 | 118 | 116 | 114 | 112 | 110 | 108 | 106 | 104 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 |
| 8 | 124 | 122 | 122 | 120 | 120 | 118 | 118 | 116 | 114 | 112 | 110 | 108 | 106 | 104 | 100 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 |
| 10 | 124 | 122 | 122 | 120 | 120 | 118 | 118 | 116 | 114 | 112 | 110 | 108 | 106 | 104 | 100 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 |
| 12 | 122 | 120 | 118 | 118 | 116 | 114 | 112 | 112 | 108 | 104 | 100 | 96 | 94 | 92 | 86 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 |
| 14 | 122 | 120 | 118 | 118 | 116 | 114 | 112 | 112 | 108 | 104 | 110 | 96 | 94 | 92 | 86 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 |
| 16 | 120 | 118 | 118 | 116 | 114 | 112 | 110 | 108 | 104 | 96 | 90 | 86 | 82 | 80 | 76 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | |
| 18 | 120 | 118 | 118 | 116 | 114 | 112 | 110 | 108 | 104 | 96 | 90 | 86 | 82 | 80 | 76 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | |
| 20 | 118 | 114 | 114 | 112 | 108 | 104 | 100 | 96 | 84 | 76 | 74 | 72 | 68 | 64 | 60 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | | |
| 22 | 118 | 114 | 114 | 112 | 108 | 104 | 100 | 96 | 84 | 76 | 74 | 72 | 68 | 64 | 60 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | | |
| 24 | 112 | 110 | 108 | 108 | 100 | 96 | 92 | 86 | 80 | 72 | 62 | 56 | 54 | 54 | 52 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | | | |
| 26 | 112 | 110 | 108 | 108 | 100 | 96 | 92 | 86 | 80 | 72 | 62 | 56 | 54 | 54 | 52 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | | | |
| 28 | 108 | 106 | 106 | 104 | 96 | 92 | 86 | 80 | 72 | 64 | 60 | 54 | 48 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | | | | | | |
| 30 | 106 | 100 | 96 | 88 | 84 | 80 | 76 | 72 | 64 | 60 | 56 | 52 | 44 | 40 | 34 | | | | | | | | | | | | | | | |
| 32 | 106 | 100 | 96 | 88 | 84 | 80 | 76 | 72 | 64 | 60 | 56 | 52 | 44 | 40 | 34 | | | | | | | | | | | | | | | |
| 34 | 104 | 92 | 88 | 80 | 76 | 74 | 72 | 66 | 62 | 60 | 56 | 52 | 44 | 38 | 34 | | | | | | | | | | | | | | | |
| 36 | 88 | 80 | 80 | 76 | 74 | 72 | 68 | 64 | 62 | 60 | 54 | 50 | 44 | 36 | 32 | | | | | | | | | | | | | | | |
| 37 | 76 | 74 | 72 | 66 | 64 | 64 | 62 | 62 | 60 | 58 | 52 | 48 | 40 | 34 | 32 | | | | | | | | | | | | | | | |

FIND LENGTH AT INTERSECTION OF HEIGHT AND WIDTH

## 14 DOUGLAS C-47 (ALL CARGO)

| HEIGHT OR WIDTH (IN INCHES) \ WIDTH OR HEIGHT (IN INCHES) | 40 | 44 | 48 | 52 | 56 | 60 | 64 | 68 | 72 | 76 | 80 | 84 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2 | 366 | 366 | 366 | 357 | 357 | 357 | 357 | 353 | 189 | 129 | 109 | 101 |
| 4 | 366 | 366 | 366 | 357 | 357 | 357 | 357 | 353 | 189 | 129 | 109 | 101 |
| 8 | 362 | 362 | 357 | 357 | 357 | 357 | 353 | 237 | 161 | 129 | 109 | 97 |
| 12 | 362 | 357 | 357 | 357 | 357 | 353 | 297 | 177 | 129 | 117 | 97 | 85 |
| 16 | 357 | 357 | 357 | 357 | 353 | 325 | 213 | 133 | 117 | 105 | 93 | 81 |
| 20 | 357 | 357 | 357 | 353 | 277 | 253 | 153 | 117 | 105 | 93 | 81 | |
| 24 | 325 | 309 | 305 | 285 | 253 | 213 | 117 | 109 | 97 | 85 | 81 | |
| 28 | 273 | 265 | 253 | 237 | 217 | 153 | 109 | 97 | 89 | 81 | 81 | |
| 32 | 233 | 229 | 217 | 197 | 177 | 121 | 105 | 93 | 85 | 81 | 81 | |
| 36 | 201 | 197 | 189 | 177 | 153 | 117 | 105 | 89 | 85 | 81 | 81 | |
| 40 | 177 | 173 | 169 | 157 | 141 | 105 | 105 | 85 | 85 | 81 | 81 | |
| 44 | 173 | 161 | 157 | 145 | 129 | 105 | 101 | 85 | 81 | 77 | | |
| 48 | 169 | 133 | 133 | 129 | 117 | 105 | 93 | 81 | 81 | 77 | | |
| 52 | 117 | 117 | 117 | 117 | 109 | 105 | 85 | 81 | 81 | 77 | | |
| 56 | 97 | 97 | 97 | 97 | 97 | 85 | 69 | 69 | | | | |

FIND LENGTH (IN INCHES) AT INTERSECTION OF HEIGHT AND WIDTH

## 15-A DC-6A COMBINATION PASSENGER AND CARGO

| WIDTH INCHES | HEIGHT IN INCHES: 48 | 50 | 52 | 54 | 56 | 58 | 60 | 62 | 64 | 66 |
|---|---|---|---|---|---|---|---|---|---|---|
| | MAXIMUM LENGTH – INCHES | | | | | | | | | |
| 3 | 265 | 265 | 265 | 265 | 265 | 265 | 265 | 265 | 265 | 265 |
| 6 | 265 | 265 | 265 | 265 | 265 | 265 | 265 | 265 | 265 | 265 |
| 12 | 265 | 265 | 265 | 265 | 265 | 265 | 265 | 265 | 265 | 265 |
| 24 | 265 | 265 | 265 | 265 | 265 | 261 | 248 | 236 | 227 | 217 |
| 36 | 216 | 211 | 206 | 201 | 198 | 196 | 193 | 187 | 183 | 177 |
| 48 | 174 | 171 | 170 | 168 | 161 | 149 | 142 | 142 | 142 | 142 |
| 60 | 138 | 134 | 132 | 131 | 124 | 118 | 111 | 111 | 111 | 111 |
| 72 | 116 | 110 | 101 | 74 | 74 | 74 | 74 | 70 | 70 | 70 |

## 15 DOUGLAS DC-6A (ALL CARGO)
## DOUGLAS DC-7F (ALL CARGO)

| WIDTH OR HEIGHT (IN INCHES) \ HEIGHT OR WIDTH (IN INCHES) | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3 | 623 | 623 | 623 | 623 | 623 | 623 | 623 | 623 | 620 | 612 | 598 | 570 | 547 | 521 | 499 | 473 | 446 | 428 | 412 |
| 6 | 623 | 623 | 623 | 623 | 623 | 623 | 623 | 620 | 605 | 593 | 581 | 542 | 521 | 501 | 476 | 449 | 431 | 418 | 393 |
| 9 | 623 | 623 | 623 | 623 | 623 | 623 | 623 | 618 | 595 | 579 | 554 | 523 | 494 | 477 | 453 | 438 | 417 | 394 | 382 |
| 12 | 602 | 601 | 580 | 575 | 560 | 545 | 530 | 511 | 504 | 496 | 472 | 458 | 432 | 417 | 404 | 387 | 372 | 363 | 354 |
| 15 | 550 | 534 | 519 | 506 | 498 | 489 | 475 | 460 | 445 | 436 | 420 | 403 | 392 | 380 | 369 | 358 | 349 | 341 | 330 |
| 18 | 484 | 477 | 463 | 452 | 444 | 435 | 424 | 414 | 406 | 398 | 384 | 373 | 361 | 349 | 341 | 330 | 321 | 312 | 302 |
| 21 | 430 | 421 | 414 | 409 | 401 | 395 | 385 | 376 | 367 | 358 | 350 | 339 | 328 | 321 | 313 | 304 | 298 | 289 | 282 |
| 24 | 398 | 390 | 385 | 379 | 368 | 363 | 359 | 348 | 339 | 330 | 326 | 322 | 319 | 308 | 299 | 291 | 284 | 279 | 271 |
| 27 | 365 | 358 | 350 | 347 | 341 | 336 | 329 | 322 | 315 | 307 | 298 | 289 | 281 | 278 | 272 | 269 | 266 | 263 | 259 |
| 30 | 336 | 330 | 328 | 324 | 319 | 311 | 304 | 300 | 294 | 286 | 279 | 271 | 264 | 260 | 257 | 254 | 251 | 247 | 245 |
| 33 | 318 | 311 | 307 | 301 | 298 | 292 | 287 | 282 | 278 | 271 | 263 | 255 | 248 | 244 | 239 | 235 | 231 | 227 | 224 |
| 36 | 290 | 286 | 284 | 282 | 280 | 276 | 272 | 267 | 263 | 256 | 249 | 243 | 235 | 231 | 228 | 224 | 219 | 216 | 213 |
| 39 | 274 | 271 | 269 | 267 | 264 | 260 | 256 | 251 | 248 | 242 | 237 | 230 | 224 | 219 | 215 | 211 | 205 | 201 | 198 |
| 42 | 259 | 256 | 254 | 252 | 250 | 247 | 243 | 238 | 235 | 230 | 225 | 219 | 214 | 210 | 204 | 199 | 196 | 193 | 189 |
| 45 | 247 | 244 | 242 | 240 | 238 | 235 | 231 | 226 | 223 | 218 | 213 | 208 | 204 | 201 | 197 | 193 | 189 | 185 | 181 |
| 48 | 234 | 232 | 230 | 228 | 226 | 223 | 218 | 214 | 211 | 208 | 204 | 199 | 196 | 192 | 188 | 185 | 181 | 177 | 175 |
| 51 | 222 | 220 | 218 | 216 | 214 | 210 | 207 | 203 | 200 | 195 | 191 | 188 | 184 | 180 | 177 | 174 | 172 | 170 | 168 |
| 54 | 210 | 208 | 206 | 205 | 202 | 198 | 195 | 193 | 191 | 188 | 185 | 181 | 179 | 173 | 171 | 168 | 165 | 163 | 162 |
| 57 | 198 | 196 | 194 | 192 | 190 | 187 | 185 | 183 | 182 | 178 | 175 | 173 | 171 | 167 | 164 | 162 | 159 | 157 | 155 |
| 60 | 189 | 186 | 184 | 182 | 180 | 178 | 176 | 174 | 173 | 171 | 170 | 169 | 168 | 163 | 160 | 158 | 155 | 153 | 149 |
| 63 | 181 | 179 | 177 | 175 | 173 | 170 | 168 | 166 | 165 | 163 | 160 | 158 | 156 | 154 | 151 | 149 | 146 | 144 | 142 |
| 66 | 174 | 171 | 169 | 167 | 165 | 164 | 162 | 160 | 159 | 156 | 154 | 152 | 151 | 148 | 146 | 144 | 142 | 140 | 138 |
| 69 | 169 | 166 | 163 | 161 | 160 | 159 | 158 | 154 | 152 | 150 | 148 | 147 | 146 | 144 | 141 | 139 | 137 | 135 | 134 |
| 72 | 163 | 161 | 158 | 156 | 153 | 151 | 150 | 148 | 146 | 145 | 143 | 142 | 141 | 139 | 137 | 136 | 134 | 132 | 130 |
| 75 | 157 | 155 | 152 | 150 | 147 | 145 | 144 | 142 | 140 | 139 | 138 | 137 | 135 | 134 | 132 | 130 | 128 | 126 | |
| 78 | 151 | 149 | 146 | 144 | 141 | 139 | 138 | 136 | 134 | 133 | 132 | 131 | 130 | 128 | 126 | 123 | 121 | 118 | |
| 81 | 146 | 143 | 140 | 138 | 135 | 133 | 131 | 130 | 129 | 128 | 127 | 126 | 125 | 122 | 120 | 116 | 115 | | |
| 84 | 141 | 138 | 135 | 132 | 129 | 128 | 127 | 126 | 125 | 124 | 123 | 122 | 120 | 118 | 115 | | | | |
| 87 | 136 | 133 | 130 | 127 | 124 | 122 | 121 | 119 | 118 | 117 | 115 | 114 | 113 | | | | | | |
| 90 | 132 | 128 | 125 | 122 | 121 | 120 | 118 | 117 | 116 | 115 | 112 | | | | | | | | |
| 93 | 127 | 124 | 122 | 119 | 116 | 115 | 114 | 113 | 112 | 111 | | | | | | | | | |
| 96 | 124 | 121 | 119 | 116 | 114 | 113 | 112 | | | | | | | | | | | | |
| 99 | 120 | 118 | 116 | 114 | 112 | | | | | | | | | | | | | | |
| 102 | 117 | 115 | | | | | | | | | | | | | | | | | |
| 103 | 115 | | | | | | | | | | | | | | | | | | |

Width only (In Inches)

FIND LENGTH (IN INCHES) AT INTERSECTION OF HEIGHT AND WIDTH

## 14-A BRISTOL BRITANNIA

HEIGHT IN INCHES

| WIDTH | 11 | 17 | 20 | 23 | 25 | 27 | 30 |
|---|---|---|---|---|---|---|---|
| 5 | 161 | 161 | 161 | 161 | 151 | 138 | 129 |
| 7 | 155 | 155 | 154 | 153 | 144 | 133 | 125 |
| 9 | 150 | 150 | 148 | 145 | 137 | 128 | 121 |
| 11 | 145 | 145 | 142 | 139 | 132 | 124 | 117 |
| 13 | 140 | 140 | 136 | 133 | 126 | 120 | 114 |
| 15 | 135 | 135 | 132 | 128 | 121 | 116 | 110 |
| 17 | 132 | 132 | 128 | 123 | 117 | 112 | 106 |
| 19 | 128 | 128 | 123 | 118 | 114 | 108 | 102 |
| 21 | 124 | 124 | 119 | 115 | 109 | 104 | 98 |
| 22 | 120 | 120 | 115 | 111 | 106 | 100 | 95 |
| 24 | 116 | 116 | 112 | 107 | 101 | 97 | 91 |
| 26 | 113 | 113 | 107 | 103 | 97 | 93 | 87 |
| 28 | 108 | 108 | 103 | 99 | 94 | 89 | 82 |
| 30 | 104 | 104 | 99 | 96 | 90 | 85 | 78 |
| 32 | 100 | 100 | 96 | 91 | 86 | 81 | 75 |
| 34 | 96 | 96 | 92 | 88 | 82 | 78 | 71 |
| 36 | 93 | 93 | 88 | 84 | 78 | 74 | 68 |
| 38 | 89 | 89 | 84 | 79 | 75 | 70 | 64 |
| 40 | 85 | 85 | 80 | 76 | 71 | 66 | 61 |
| 41 | 81 | 80 | 76 | 72 | 67 | 62 | 58 |
| 43 | 77 | 76 | 72 | 68 | 63 | 58 | 56 |
| 45 | 75 | 72 | 68 | 64 | 59 | 56 | 54 |

Find length at intersection of height and width.

## 19 MARTIN

LINE A applies to: EA
LINE B applies to: DL, TW
LINE C applies to: AL, PC

FIRST DIMENSION (IN INCHES)

| SECOND DIMENSION (IN INCHES) | Line | 3 | 6 | 9 | 12 | 15 | 18 | 20 | 30 | 40 | 50 | 63 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3 | A | 136 | 136 | 136 | 136 | 136 | 136 | 74 | 74 | 74 | 74 | 74 |
| | B | 70 | 70 | 70 | 70 | 70 | 70 | 70 | 56 | 56 | 40 | 40 |
| | C | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 34 | 34 | 34 |
| 6 | A | 136 | 74 | 74 | 74 | 74 | 74 | 74 | 74 | 74 | 74 | 74 |
| | B | 70 | 70 | 70 | 70 | 70 | 70 | 70 | 56 | 56 | 40 | 40 |
| | C | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 34 | 34 | 34 |
| 9 | A | 136 | 74 | 74 | 74 | 74 | 74 | 74 | 74 | 74 | 74 | 74 |
| | B | 70 | 70 | 70 | 70 | 70 | 70 | 70 | 56 | 56 | 40 | 40 |
| | C | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 34 | 34 | 34 |
| 12 | A | 136 | 74 | 74 | 74 | 74 | 74 | 74 | 74 | 74 | 74 | 74 |
| | B | 70 | 70 | 70 | 70 | 70 | 70 | 70 | 56 | 56 | 40 | 40 |
| | C | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 34 | 34 | 34 |
| 15 | A | 136 | 74 | 74 | 74 | 74 | 74 | 74 | 74 | 74 | 74 | 74 |
| | B | 70 | 70 | 70 | 70 | 70 | 70 | 70 | 56 | 56 | 40 | 40 |
| | C | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 34 | 34 | 34 |
| 20 | A | 136 | 74 | 74 | 74 | 74 | 74 | 74 | 74 | 74 | 74 | 74 |
| | B | 70 | 70 | 70 | 70 | 70 | 70 | 70 | 56 | 56 | 40 | 40 |
| | C | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 34 | 34 | 34 |
| 23 | A | 136 | 74 | 74 | 74 | 74 | 74 | 74 | 69 | 69 | 69 | 69 |
| | B | 70 | 70 | 70 | 70 | 56 | 56 | 56 | 56 | 56 | 40 | 40 |
| | C | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 34 | 34 | 34 |
| 25 | A | 74 | 74 | 74 | 74 | 74 | 74 | 74 | 69 | 69 | 69 | 69 |
| | B | 70 | 70 | 70 | 70 | 56 | 56 | 56 | 56 | 56 | 40 | 40 |
| | C | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 24 | 24 | 24 | 24 |
| 30 | A | 74 | 74 | 74 | 74 | 74 | 74 | 74 | 56 | 56 | 44 | 44 |
| | B | 70 | 70 | 70 | 70 | 56 | 56 | 56 | 56 | 56 | 40 | 40 |
| | C | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 24 | 24 | 24 | 24 |
| 33 | A | 74 | 74 | 74 | 74 | 74 | 74 | 74 | 56 | 56 | — | — |
| | B | 70 | 70 | 70 | 70 | 56 | 56 | 56 | 56 | 56 | — | — |
| | C | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 24 | 24 | 24 | 24 |
| 34 | A | 74 | 74 | 74 | 74 | — | — | — | — | — | — | — |
| | B | 70 | 70 | 70 | 70 | — | — | — | — | — | — | — |
| | C | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 24 | 24 | 24 | 24 |

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

## 22 VISCOUNT

FIRST DIMENSION (IN INCHES)

| SECOND DIMENSION (IN INCHES) | | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 52 | 54 | 55 | 56 | 58 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8 | A | | | | | | | | 36 | 36 | 36 | | 36 | 36 | 36 | 20 | 20 | 18 | 18 | 18 | 18 | 18 | 18 |
| 10 | A | | | | | | | | 35 | 35 | 35 | | 35 | 35 | 20 | 20 | 20 | 18 | 18 | 18 | 18 | 18 | 18 |
| | B | 46 | 46 | 46 | 46 | 46 | 37 | 37 | 35 | | | 35 | | | 18 | 18 | 18 | 18 | 18 | 18 | 18 | 18 | 18 |
| 12 | A | | | | | | | | 35 | 35 | 35 | | 35 | 20 | 20 | 20 | 70 | 18 | 18 | 18 | 18 | 18 | 18 |
| | B | 46 | 46 | 46 | 46 | 46 | 36 | 36 | 35 | | | 35 | | | 18 | 18 | 18 | 18 | 18 | 18 | 18 | 18 | 18 |
| 14 | A | | | | | | | | 35 | 35 | 35 | | 20 | 20 | 20 | 20 | 19 | 18 | 18 | 18 | 18 | 17 | 17 |
| | B | 46 | 46 | 46 | 46 | 46 | 35 | 35 | 35 | | | 35 | | | 18 | 18 | 18 | 18 | 18 | 18 | 18 | 18 | 18 |
| 16 | A | | | | | | | | 34 | 34 | 20 | | 20 | 20 | 20 | 20 | 19 | 18 | 18 | 18 | 17 | 17 | 17 |
| | B | 46 | 45 | 45 | 45 | 35 | 35 | 35 | 35 | | | 35 | | | 18 | 18 | 18 | 18 | 18 | 18 | 18 | 18 | 18 |
| 18 | A | | | | | | | | 33 | 20 | 20 | | 20 | 20 | 20 | 20 | 19 | 18 | 17 | 17 | 17 | 17 | |
| | B | 46 | 40 | 40 | 40 | 35 | 35 | 35 | 35 | | | 35 | | | 18 | 18 | 18 | 18 | 18 | 18 | 18 | 18 | 18 |
| 20 | A | | | | | | | | 32 | 20 | 20 | | 20 | 20 | 20 | 19 | 19 | 17 | 17 | 17 | 17 | 16 | -- |
| | B | 46 | 36 | 36 | 36 | 31 | 18 | 18 | 18 | | | 18 | | | 18 | 18 | 18 | 18 | 18 | 18 | 18 | 18 | 15 |
| 22 | A | | | | | | | | 30 | 20 | 20 | | 19 | 19 | 19 | 19 | 18 | 17 | 17 | 16 | 16 | 15 | |
| | B | 46 | 36 | 33 | 29 | 21 | 18 | 18 | 18 | | | 18 | | | 18 | 18 | 18 | 18 | 18 | 15 | 15 | 15 | 15 |
| 24 | A | | | | | | | | 27 | 19 | 19 | | 19 | 19 | 19 | 19 | 18 | 17 | 16 | 15 | 15 | | |
| | B | 46 | 36 | 30 | 27 | 21 | 18 | 18 | 18 | | | 18 | | | 18 | 18 | 18 | 18 | 18 | 15 | 15 | 15 | 15 |
| 26 | A | | | | | | | | 25 | 19 | 19 | | 19 | 19 | 19 | 18 | 17 | 16 | 15 | | | | |
| | B | 46 | 36 | 28 | 24 | 21 | 18 | 18 | 18 | | | 18 | | | 18 | 18 | 18 | 18 | 18 | | | | |
| 28 | A | | | | | | | | 21 | 19 | 19 | | 18 | 18 | 18 | 18 | 16 | 15 | | | | | |
| | B | 46 | 36 | 26 | 21 | 21 | 18 | 18 | 18 | | | 18 | | | 18 | 18 | 18 | 18 | 18 | | | | |
| 30 | A | | | | | | | | 19 | 19 | 19 | | 18 | 18 | 18 | 18 | 15 | | | | | | |
| | B | 46 | 36 | 24 | 21 | 21 | 18 | 18 | 18 | | | 18 | | | 18 | 18 | 18 | 18 | 18 | | | | |
| 32 | A | | | | | | | | 18 | 18 | 18 | | 18 | 18 | 18 | 17 | | | | | | | |
| | B | 46 | 31 | 23 | 21 | 19 | 18 | 18 | 18 | | | 18 | | | 15 | 15 | 15 | | | | | | |
| 34 | A | | | | | | | | 18 | 18 | 18 | | 17 | 17 | 17 | | | | | | | | |
| | B | 46 | 31 | 21 | 21 | 18 | 18 | 18 | 18 | | | 18 | | | 15 | 15 | 15 | | | | | | |
| 36 | A | | | | | | | | 17 | 17 | 17 | | | | | | | | | | | | |
| | B | 35 | 31 | 20 | 20 | 18 | 16 | 16 | 16 | | | 15 | | | 12 | 12 | 12 | | | | | | |
| 38 | A | | | | | | | | 15 | | | | | | | | | | | | | | |
| | B | 35 | 19 | 19 | 19 | 18 | 15 | 15 | 15 | | | | | | | | | | | | | | |

A-applicable to TCA only
B-Not applicable to TCA

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

## 16 LOCKHEED CONSTELLATION SPEEDPAK

FIRST DIMENSION (IN INCHES)

| SECOND DIMENSION (IN INCHES) | 6 | 8 | 10 | 12 | 14 | 16 | 18 | 20 | 22 | 24 | 26 | 28 | 30 | 32 | 34 | 36 | 38 | 40 | 60 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6 | 320 | 300 | 300 | 300 | 300 | 300 | 300 | 300 | 300 | 300 | 300 | 300 | 300 | 300 | 300 | 300 | 300 | 300 | 300 |
| 8 | 300 | 300 | 300 | 300 | 300 | 300 | 300 | 300 | 300 | 300 | 300 | 300 | 300 | 300 | 300 | 300 | 300 | 300 | 300 |
| 10 | 300 | 300 | 300 | 300 | 300 | 300 | 300 | 300 | 300 | 300 | 300 | 300 | 300 | 300 | 300 | 300 | 300 | 300 | 300 |
| 12 | 300 | 300 | 300 | 300 | 300 | 300 | 300 | 300 | 300 | 300 | 300 | 300 | 300 | 300 | 300 | 300 | 300 | 300 | 300 |
| 14 | 300 | 300 | 300 | 300 | 300 | 300 | 300 | 300 | 300 | 300 | 300 | 300 | 300 | 300 | 330 | 300 | 300 | 300 | 300 |
| 16 | 300 | 300 | 300 | 300 | 300 | 300 | 300 | 300 | 300 | 300 | 300 | 300 | 300 | 300 | 300 | 300 | 300 | 300 | 300 |
| 18 | 300 | 300 | 300 | 300 | 300 | 300 | 300 | 300 | 300 | 300 | 300 | 300 | 300 | 300 | 300 | 300 | 300 | 300 | 300 |
| 20 | 300 | 300 | 300 | 300 | 300 | 300 | 300 | 290 | 280 | 280 | 290 | 290 | 290 | 290 | 290 | 290 | 290 | 290 | 290 |
| 22 | 300 | 300 | 320 | 300 | 300 | 300 | 300 | 290 | 260 | 260 | 260 | 260 | 260 | 260 | 260 | 260 | 260 | 260 | 260 |
| 24 | 300 | 300 | 300 | 300 | 300 | 300 | 300 | 290 | 260 | 196 | 196 | 196 | 196 | 196 | 196 | 196 | 196 | 196 | 196 |
| 26 | 300 | 300 | 300 | 300 | 300 | 300 | 300 | 290 | 260 | 187 | 187 | 187 | 187 | 187 | 187 | 187 | 187 | 187 | 187 |
| 28 | 300 | 300 | 300 | 300 | 300 | 300 | 300 | 290 | 260 | 196 | 187 | 165 | 165 | 165 | 165 | 165 | 165 | 165 | 165 |
| 30 | 300 | 300 | 300 | 300 | 300 | 300 | 300 | 290 | 260 | 196 | 187 | 165 | 133 | 133 | 133 | 133 | 133 | 133 | 133 |

FIND THIRD DIMENSION (IN INCHES AT) INTERSECTION OF FIRST AND SECOND DIMENSIONS

## 18 SMITH CURTISS COMMUTER

Use Convair Chart No. 9.

## 23 LOCKHEED SUPER CONSTELLATION (All Cargo)

HEIGHT (IN INCHES)

| WIDTH (IN INCHES) | | 54 | 60 | 66 | 72 | |
|---|---|---|---|---|---|---|
| 3 | A | 792 | 792 | 696 | 492 | |
| | | 840 | 840 | 696 | 486 | 414 |
| 6 | A | 792 | 792 | 624 | 456 | |
| | | 840 | 792 | 624 | 462 | 372 |
| 9 | A | 792 | 696 | 528 | 396 | |
| | | 840 | 702 | 534 | 402 | 366 |
| 12 | A | 756 | 624 | 492 | 360 | |
| | | 762 | 624 | 495 | 366 | 297 |
| 18 | A | 576 | 492 | 396 | 288 | |
| | | 576 | 498 | 396 | 293 | 264 |
| 24 | A | 480 | 396 | 312 | 240 | |
| | | 480 | 402 | 318 | 246 | 228 |
| 30 | A | 384 | 324 | 264 | 216 | |
| | | 390 | 327 | 270 | 216 | 198 |
| 36 | A | 324 | 276 | 228 | 180 | |
| | | 324 | 276 | 231 | 189 | 162 |
| 48 | A | 240 | 204 | 180 | 144 | |
| | | 240 | 210 | 176 | 144 | 132 |
| 60 | A | 180 | 156 | 132 | 108 | |
| | | 186 | 165 | 138 | 110 | 108 |
| 72 | A | 132 | 120 | 108 | | |
| | | 141 | 117 | 110 | | |
| 88 | | 117 | | | | |

FIND LENGTH (IN INCHES) AT INTERSECTION OF HEIGHT AND WIDTH
A - Applicable only to EA.

## 21 VERTOL 44

MAXIMUM DIMENSIONS:
20 IN. x 24 IN. x 44 IN.

## 20 SIKORSKY S-55

MAXIMUM DIMENSIONS:
20 IN. x 24 IN. x 44 IN.

## 24 FAIRCHILD C-82

MAXIMUM DIMENSIONS:
100 x 102 x 335
and
74 x 102 x 460

MAXIMUM DIMENSIONS FOR PACIFIC AIR LINES
39 x 45 x 24

## 50C BOEING 720

WIDTH IN INCHES

| HEIGHT IN INCHES | 4 | 8 | 12 | 16 | 20 | 24 | 28 | 32 | 36 | 40 | 44 | 48 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5 | 256 | (252) 240 | (226) 218 | (207) 203 | (189) 188 | 176 | 164 | 156 | 149 | 139 | 131 | 120 |
| 10 | 253 | (247) 220 | (220) 205 | (201) 193 | (184) 180 | 170 | 158 | 152 | 145 | 135 | 128 | 118 |
| 15 | (247) 219 | (241) 208 | (213) 193 | (194) 182 | (178) 172 | 162 | 153 | 147 | 140 | 131 | 124 | 115 |
| 20 | (242) 208 | (231) 200 | (207) 183 | (187) 172 | (172) 163 | 155 | 147 | 141 | 134 | 125 | 119 | 112 |
| 25 | (233) 205 | (219) 184 | (198) 171 | (179) 162 | (165) 154 | 147 | 141 | 134 | 127 | 118 | 112 | 107 |
| 30 | (220) 189 | (204) 170 | (192) 160 | (170) 152 | (156) 145 | 140 | 133 | 125 | 119 | 110 | 104 | 99 |
| 35 | (203) 168 | (193) 155 | (182) 146 | (159) 141 | (147) 136 | 132 | 121 | 113 | 107 | 100 | 95 | 89 |
| 40 | (191) 150 | (184) 141 | (169) 134 | (145) 127 | (135) 120 | 112 | 105 | 98 | 92 | 88 | 83 | 78 |
| 45 | (184) 131 | (171) 123 | (151) 117 | (127) 110 | (120) 101 | 94 | 88 | 81 | 76 | 72 | 68 | 50 |
| 50 | (174) 118 | (153) 110 | (129) 102 | (105) 93 | ( 98) 84 | 76 | 68 | 62 | 58 | 54 | | |
| 55 | (158) | (130) | (104) | ( 83) | | | | | | | | |
| 60 | (129) | (100) | ( 82) | | | | | | | | | |
| 65 | ( 89) | | | | | | | | | | | |
| 68 | ( 81) | | | | | | | | | | | |

Find length (in inches) at intersection of height and width. Length figures shown in parenthesis ( ) can be used only if cargo is inserted diagonally through the door.

## 50 BOEING 707

FIRST DIMENSION (IN INCHES)

| SECOND DIMENSION (IN INCHES) | | 4 | 8 | 12 | 16 | 20 | 24 | 28 | 32 | 36 | 40 | 44 | 48 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 69 | C | 81 | | | | | | | | | | | |
| 68 | A | 108 | | | | | | | | | | | |
| | A | 126 | | | | | | | | | | | |
| 67 | C | 87 | | | | | | | | | | | |
| 65 | C | 94 | 81 | | | | | | | | | | |
| 64 | A | 140 | 106 | | | | | | | | | | |
| 63 | C | 102 | 89 | | | | | | | | | | |
| 62 | A | 152 | 125 | | | | | | | | | | |
| 61 | C | 110 | 97 | 81 | | | | | | | | | |
| 60 | A | 162 | 139 | 101 | | | | | | | | | |
| 59 | C | 120 | 106 | 90 | | | | | | | | | |
| 58 | A | 171 | 150 | 118 | | | | | | | | | |
| 56 | A | 181 | 160 | 130 | | | | | | | | | |
| | C | 133 | 118 | 104 | | | | | | | | | |
| 54 | A | 190 | 170 | 141 | 98 | | | | | | | | |
| 53 | C | 146 | 131 | 118 | 95 | | | | | | | | |
| 52 | A | 199 | 180 | 151 | 118 | | | | | | | | |
| 50 | A | 208 | 188 | 160 | 130 | | | | | | | | |
| | D | 175 | 152 | 138 | 135 | 118 | 97 | 88 | 82 | 54 | | | |
| | C | 159 | 144 | 132 | 117 | | | | | | | | |
| 48 | D | 180 | 161 | 140 | 138 | 128 | 110 | 100 | 91 | 78 | 68 | 52 | |
| 47 | A | 221 | 201 | 174 | 147 | 121 | 106 | 94 | 84 | 63 | 53 | -- | -- |
| | B | 127 | 120 | 112 | 103 | 95 | 87 | 78 | 70 | 63 | 53 | -- | -- |
| | C | 171 | 156 | 144 | 132 | 118 | 107 | 100 | 70 | 62 | 52 | -- | -- |
| 44 | A | 232 | 214 | 186 | 161 | 137 | 123 | 113 | 105 | 96 | 85 | 65 | -- |
| | B | 133 | 126 | 118 | 110 | 102 | 95 | 88 | 85 | 82 | 80 | 65 | -- |
| | C | 182 | 167 | 156 | 144 | 130 | 119 | 110 | 82 | 80 | 80 | 64 | -- |
| | D | 187 | 175 | 156 | 144 | 139 | 130 | 120 | 108 | 96 | 86 | 73 | 52 |
| 41 | C | 193 | 177 | 165 | 153 | 141 | 130 | 118 | 105 | 98 | 81 | -- | -- |
| 40 | A | 243 | 229 | 202 | 178 | 156 | 140 | 124 | 114 | 106 | 95 | 85 | -- |
| | B | 149 | 141 | 134 | 133 | 130 | 124 | 116 | 109 | 102 | 95 | 85 | -- |
| | D | 197 | 185 | 170 | 156 | 144 | 140 | 132 | 120 | 106 | 97 | 86 | 68 |
| 38 | C | 203 | 186 | 173 | 161 | 150 | 138 | 126 | 114 | 107 | 100 | 91 | 55 |
| 36 | A | 250 | 241 | 218 | 195 | 173 | 156 | 138 | 125 | 113 | 106 | 96 | 74 |
| | B | 69 | 168 | 162 | 153 | 145 | 136 | 128 | 120 | 113 | 106 | 96 | 74 |
| | C | 209 | 191 | 178 | 165 | 155 | 143 | 131 | 119 | 112 | 105 | 96 | 73 |
| | D | 209 | 192 | 182 | 166 | 155 | 146 | 141 | 131 | 117 | 106 | 96 | 78 |
| 33 | C | 218 | 200 | 185 | 171 | 160 | 148 | 137 | 126 | 120 | 112 | 103 | 84 |
| 32 | A | 255 | 250 | 233 | 210 | 187 | 168 | 149 | 135 | 125 | 114 | 105 | 87 |
| | B | 198 | 194 | 182 | 170 | 160 | 148 | 139 | 130 | 122 | 114 | 105 | 87 |
| | D | 221 | 202 | 192 | 173 | 162 | 150 | 148 | 140 | 131 | 120 | 108 | 91 |
| 30 | C | 226 | 207 | 191 | 177 | 165 | 153 | 142 | 132 | 126 | 118 | 109 | 92 |
| 28 | A | 259 | 257 | 243 | 225 | 200 | 179 | 159 | 149 | 138 | 124 | 113 | 96 |
| | B | 222 | 215 | 200 | 186 | 174 | 160 | 149 | 139 | 130 | 122 | 113 | 96 |
| | D | 232 | 211 | 198 | 180 | 167 | 155 | 150 | 148 | 141 | 132 | 120 | 100 |
| 27 | C | 234 | 214 | 197 | 182 | 169 | 157 | 146 | 137 | 131 | 123 | 114 | 98 |
| 24 | A | 263 | 261 | 254 | 238 | 212 | 189 | 179 | 168 | 156 | 140 | 123 | 103 |
| | B | 242 | 236 | 219 | 202 | 187 | 172 | 158 | 147 | 137 | 128 | 119 | 103 |
| | C | 241 | 220 | 202 | 187 | 173 | 160 | 149 | 141 | 135 | 128 | 119 | 103 |
| | D | 241 | 220 | 202 | 187 | 173 | 160 | 155 | 150 | 146 | 140 | 130 | 110 |
| 21 | C | 248 | 225 | 207 | 191 | 176 | 163 | 153 | 143 | 138 | 131 | 123 | 108 |
| 20 | A | 266 | 265 | 261 | 249 | 222 | 212 | 200 | 187 | 173 | 156 | 137 | 109 |
| | B | 261 | 257 | 238 | 218 | 200 | 183 | 167 | 153 | 143 | 133 | 125 | 109 |
| | D | 250 | 228 | 208 | 192 | 177 | 173 | 167 | 162 | 155 | 144 | 139 | 129 |
| 18 | C | 253 | 231 | 211 | 194 | 179 | 166 | 155 | 147 | 141 | 135 | 126 | 111 |
| 16 | A | 271 | 268 | 266 | 258 | 249 | 238 | 225 | 210 | 195 | 178 | 161 | 142 |
| | B | 269 | 268 | 256 | 233 | 213 | 193 | 175 | 159 | 148 | 138 | 129 | 114 |
| | D | 259 | 235 | 214 | 197 | 192 | 187 | 180 | 173 | 166 | 156 | 144 | 138 |
| 15 | C | 259 | 236 | 215 | 198 | 182 | 169 | 158 | 149 | 143 | 137 | 129 | 115 |
| 12 | A | 273 | 271 | 269 | 266 | 261 | 254 | 243 | 233 | 218 | 202 | 186 | 169 |
| | B | 272 | 270 | 269 | 248 | 224 | 202 | 181 | 164 | 152 | 141 | 132 | 118 |
| | C | 264 | 241 | 219 | 202 | 185 | 174 | 160 | 151 | 145 | 139 | 131 | 118 |
| | D | 264 | 241 | 219 | 214 | 208 | 202 | 198 | 192 | 182 | 170 | 156 | 140 |
| 9 | C | 268 | 246 | 223 | 205 | 188 | 176 | 163 | 153 | 147 | 140 | 132 | 120 |
| 8 | A | 274 | 272 | 271 | 268 | 265 | 261 | 257 | 250 | 241 | 229 | 214 | 197 |
| | B | 274 | 272 | 271 | 263 | 233 | 209 | 187 | 269 | 155 | 144 | 134 | 121 |
| | D | 270 | 247 | 241 | 235 | 228 | 220 | 211 | 202 | 192 | 185 | 175 | 161 |
| 6 | C | 272 | 250 | 227 | 208 | 191 | 177 | 165 | 155 | 148 | 141 | 133 | 122 |
| 4 | A | 276 | 274 | 273 | 271 | 266 | 263 | 259 | 255 | 250 | 243 | 232 | 216 |
| | B | 275 | 274 | 273 | 270 | 240 | 214 | 190 | 172 | 158 | 146 | 135 | 123 |
| | D | 274 | 270 | 264 | 259 | 250 | 241 | 232 | 221 | 209 | 197 | 187 | 180 |
| 3 | C | 275 | 254 | 230 | 211 | 194 | 179 | 167 | 157 | 149 | 142 | 134 | 123 |

A-B - TWA, PAA
C - AAL
D - CAL, BNF, WAL

A - Use when package weighs less than 50 kilos and may be turned on side for loading.

B - Use when package weighs 50 kilos or more or when it cannot be turned on side for loading.

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

## 51 DE HAVILAND COMET IV

First Dimension in Inches

| SECOND DIMENSION IN INCHES | 15 | 22 | 26 | 28 | 32 | 41 | 44 | 46 | 47 | 48 |
|---|---|---|---|---|---|---|---|---|---|---|
| 2 | 152 | 128 | 89 | 78 | 78 | 78 | 78 | 78 | 78 | 78 |
| 4 | 125 | 100 | 78 | 78 | 78 | 78 | 78 | 78 | 78 | 78 |
| 6 | 103 | 81 | 78 | 78 | 78 | 78 | 78 | 78 | 78 | 78 |
| 8 | 86 | 78 | 78 | 78 | 78 | 78 | 78 | 78 | 78 | 78 |
| 10 | 78 | 78 | 78 | 78 | 78 | 78 | 78 | 78 | 78 | 78 |
| 12 | 78 | 78 | 78 | 78 | 78 | 78 | 78 | 78 | 78 | 78 |
| 14 | 78 | 78 | 78 | 78 | 78 | 78 | 78 | 78 | 78 | |
| 15 | 78 | 78 | 78 | 78 | 78 | 78 | 78 | 78 | 78 | |
| 16 | 78 | 78 | 78 | 78 | 78 | 78 | 78 | 78 | | |
| 17 | 78 | 78 | 78 | 78 | 78 | 78 | 78 | 78 | | |
| 18 | 78 | 78 | 78 | 78 | 78 | 78 | 78 | | | |
| 19 | 78 | 78 | 78 | 78 | 78 | 78 | 78 | | | |
| 20 | 78 | 78 | 78 | 78 | 78 | 78 | 78 | | | |
| 22 | 78 | 78 | 78 | 78 | 78 | 78 | | | | |
| 24 | 78 | 78 | 78 | 78 | 78 | | | | | |
| 26 | 78 | 78 | 78 | | | | | | | |
| 28 | 78 | 78 | | | | | | | | |
| 30 | 78 | 78 | | | | | | | | |

Find Third Dimension (in inches) At Intersection of First & Second Dimensions

## 52 LOCKHEED ELECTRA

PACKAGE LENGTHS (INCHES)

| HEIGHT (INCHES) | 5 | 10 | 15 | 20 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 31 | 34 | 37 | 40 | 43 | 51 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 27 | 161 | 161 | 161 | 161 | 144 | 133 | 129 | 122 | 116 | 110 | 105 | 93 | 82 | 73 | 68 | 63 | 44 |
| 26 | 161 | 161 | 161 | 161 | 161 | 160 | 150 | 140 | 136 | 128 | 119 | 104 | 92 | 82 | 74 | 67 | 46 |
| 24 | 159 | 159 | 159 | 159 | 159 | 159 | 159 | 159 | 159 | 159 | 159 | 152 | 134 | 114 | 102 | 89 | 79 | 50 |
| 22 | 161 | 161 | 161 | 161 | 161 | 161 | 161 | 161 | 161 | 161 | 161 | 161 | 134 | 112 | 100 | 92 | 51 |
| 20 | 162 | 162 | 162 | 162 | 162 | 162 | 162 | 162 | 162 | 162 | 162 | 162 | 140 | 123 | 110 | 99 | 61 |
| 18 | 163 | 163 | 163 | 163 | 163 | 163 | 163 | 163 | 163 | 163 | 163 | 163 | 152 | 133 | 119 | 106 | 69 |
| 16 | 164 | 164 | 164 | 164 | 164 | 164 | 164 | 164 | 164 | 164 | 164 | 151 | 136 | 122 | 109 | 100 | 72 |
| 14 | 165 | 165 | 165 | 165 | 165 | 165 | 165 | 165 | 165 | 165 | 162 | 144 | 131 | 117 | 107 | 99 | 75 |
| 12 | 165 | 165 | 165 | 165 | 165 | 165 | 165 | 165 | 165 | 165 | 164 | 156 | 139 | 126 | 116 | 106 | 98 | 77 |
| 10 | 169 | 169 | 169 | 169 | 169 | 169 | 168 | 165 | 162 | 155 | 148 | 138 | 125 | 114 | 103 | 98 | 80 |
| 5 | 169 | 169 | 169 | 169 | 169 | 168 | 165 | 162 | 155 | 148 | 138 | 125 | 114 | 103 | 98 | 80 | |

## 53A DOUGLAS DC-8
Applicable To DL Only

| WIDTH IN INCHES | HEIGHT IN INCHES: 6 | 9 | 12 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 30 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | MAXIMUM LENGTH — INCHES | | | | | | | | | | | | | | | | |
| 3 | 230 | 217 | 204 | 194 | 191 | 188 | 185 | 183 | 181 | 179 | 178 | 177 | 176 | 175 | 174 | 174 | 172 |
| 6 | 230 | 216 | 202 | 188 | 184 | 180 | 178 | 175 | 173 | 171 | 170 | 169 | 168 | 167 | 166 | 166 | 166 |
| 9 | 216 | 190 | 176 | 165 | 163 | 161 | 159 | 157 | 156 | 156 | 155 | 154 | 154 | 153 | 152 | 152 | 152 |
| 12 | 185 | 172 | 160 | 154 | 153 | 152 | 152 | 150 | 149 | 148 | 146 | 145 | 144 | 143 | 142 | 141 | 140 |
| 15 | 180 | 160 | 153 | 150 | 150 | 150 | 150 | 147 | 145 | 142 | 140 | 138 | 136 | 135 | 134 | 133 | 131 |
| 18 | 170 | 157 | 152 | 147 | 147 | 146 | 144 | 141 | 138 | 136 | 134 | 131 | 129 | 128 | 126 | 124 | 120 |
| 21 | 166 | 154 | 150 | 144 | 142 | 140 | 137 | 136 | 132 | 130 | 127 | 124 | 122 | 120 | 118 | 117 | 113 |
| 24 | 164 | 151 | 149 | 141 | 137 | 133 | 130 | 127 | 124 | 121 | 119 | 116 | 114 | 110 | 108 | 106 | 101 |
| 27 | 156 | 148 | 145 | 132 | 125 | 121 | 118 | 114 | 110 | 109 | 104 | 100 | 98 | 95 | 93 | 92 | 88 |
| 30 | 150 | 146 | 139 | 120 | 111 | 108 | 102 | 97 | 92 | 88 | 85 | 82 | 80 | 79 | 77 | 76 | 73 |
| 33 | 148 | 143 | 122 | 107 | 91 | 86 | 80 | 76 | 72 | 69 | 67 | 65 | 64 | 62 | 61 | 60 | 59 |
| 36 | 144 | 140 | 94 | 72 | 68 | 64 | 60 | 58 | 55 | 53 | 51 | 49 | 48 | 47 | 46 | 45 | 44 |

## 53 DOUGLAS DC-8
HEIGHT OR WIDTH (IN INCHES)

| HEIGHT INCHES | WIDTH IN INCHES: 3 | 6 | 9 | 12 | 15 | 18 | 21 | 24 | 27 | 30 | 33 | 35 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | MAXIMUM LENGTH - INCHES | | | | | | | | | | | |
| 6 | 130 | 130 | 130 | 130 | 130 | 130 | 122 | 113 | 105 | 100 | 96 | 93 |
| 9 | 130 | 130 | 130 | 130 | 130 | 125 | 115 | 106 | 101 | 96 | 91 | 88 |
| 12 | 130 | 130 | 130 | 130 | 130 | 117 | 107 | 100 | 96 | 90 | 85 | 82 |
| 15 | 130 | 130 | 130 | 130 | 128 | 112 | 103 | 95 | 90 | 85 | 81 | 78 |
| 18 | 130 | 130 | 130 | 130 | 125 | 110 | 102 | 93 | 88 | 83 | 77 | 75 |
| 21 | 130 | 130 | 130 | 130 | 122 | 107 | 99 | 91 | 85 | 78 | 73 | 70 |
| 24 | 130 | 130 | 130 | 126 | 117 | 106 | 97 | 90 | 82 | 76 | 71 | 67 |
| 27 | 130 | 130 | 126 | 123 | 114 | 102 | 91 | 80 | 79 | 59 | 59 | 59 |
| 30 | 130 | 130 | 120 | 120 | 106 | 94 | 84 | 74 | 72 | 55 | 55 | 55 |
| 33 | 130 | 130 | 115 | 111 | 98 | 88 | 77 | 67 | 67 | 50 | 50 | 50 |
| 36 | 130 | 130 | 110 | 90 | 75 | 66 | 60 | 55 | 54 | 47 | 47 | |

## 53B DOUGLAS DC-8
Applicable to EA and NW Only
HEIGHT (IN INCHES)

| WIDTH (IN INCHES) | 6 | 9 | 12 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 30 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3 | 283 | 283 | 283 | 283 | 283 | 283 | 283 | 283 | 283 | 283 | 283 | 283 | 283 | 283 | 283 | 283 | 283 |
| 6 | 283 | 283 | 283 | 283 | 283 | 283 | 283 | 283 | 283 | 283 | 283 | 283 | 283 | 283 | 283 | 283 | 283 |
| 9 | 283 | 270 | 258 | 258 | 246 | 246 | 246 | 246 | 236 | 236 | 229 | 224 | 222 | 220 | 217 | 215 | 209 |
| 12 | 283 | 258 | 240 | 220 | 214 | 208 | 202 | 198 | 192 | 188 | 186 | 183 | 181 | 179 | 177 | 175 | 170 |
| 15 | 283 | 258 | 220 | 175 | 171 | 168 | 168 | 168 | 159 | 159 | 154 | 154 | 154 | 149 | 148 | 147 | 145 |
| 18 | 283 | 246 | 202 | 168 | 164 | 161 | 157 | 154 | 151 | 149 | 146 | 144 | 142 | 140 | 138 | 136 | 132 |
| 21 | 283 | 236 | 188 | 159 | 154 | 150 | 149 | 142 | 139 | 136 | 133 | 130 | 128 | 126 | 124 | 122 | 116 |
| 24 | 283 | 222 | 181 | 154 | 148 | 144 | 142 | 136 | 132 | 128 | 124 | 121 | 118 | 115 | 112 | 108 | 101 |
| 27 | 283 | 215 | 175 | 147 | 136 | 136 | 136 | 122 | 122 | 122 | 108 | 108 | 108 | 96 | 94 | 92 | 90 |
| 30 | 283 | 209 | 170 | 145 | 132 | 132 | 132 | 116 | 116 | 116 | 101 | 101 | 101 | 90 | 90 | 90 | 79 |
| 33 | 218 | 164 | 128 | 107 | 91 | 86 | 81 | 80 | 79 | 78 | 78 | 77 | 76 | 76 | 75 | 74 | 70 |
| 36 | 195 | 136 | 95 | 79 | 75 | 72 | 70 | 70 | 70 | 70 | 70 | 69 | 68 | 68 | 66 | 65 | 60 |

FIND LENGTH (IN INCHES) AT INTERSECTION OF HEIGHT AND WIDTH

## 54 FAIRCHILD F-27
(Use DC-3 Chart)

# SUMMARY OF CARRIER'S TERMS OF ACCEPTANCE OF LIVE ANIMALS

A-Accepted for shipment on all aircraft operated by the carrier.
AC-Accepted on ALL-CARGO aircraft only.
N-Not accepted.
Ⓔ-Air Express only.
Explanation of numerical notes follows charts.

| | AA | AL | BL | BN | CA | CO | CN | CPA(4) | DL | EA | FL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Animals, live | AC(2-6) | A(2) | A(2-34) | AC(2) | AC(2) | A(2-23-25) | N | A(2-32) | AC(2-6) | AC(2-6) | A(2-20) |
| EXCEPTIONS | | | | | | | | | | | |
| Alligators | AC(2-6) | N | N | AC(2) | AC(2) | N | N | N | AC(2-6) | AC(2-6) | N |
| Alligators, baby | AC(2-6) | N | N | AC(2) | AC(2) | N | N | N | A(2) | AC(2-6) | N |
| Animals, in excess of 200 lbs | AC(2-6) | N | N | AC(2) | AC(2) | N | N | A(2-32) | AC(2-6) | AC(2-6) | N |
| Apes | AC(2-6) | N | N | N | N | N | N | N | AC(2-6) | AC(2-6) | N |
| Bears, cub | AC(2-6) | N | N | AC(2) | AC(2) | A(2-23-25) | N | N | AC(2-6) | AC(2-6) | N |
| Bears, grown | AC(2-6) | N | N | N | N | N | N | N | AC(2-6) | AC(2-6) | N |
| Bees | A(2) | A(2) | A(2-34) | AC(2) | AC(2) | A(2-23-25) | N | A(10-32) | A(2) | A(2) | A(2-20) |
| Birds | AC(2) | N | A(2-34) | AC(2) | AC(2) | A(2-23-25) | N | A(32) | AC(2) | AC(2) | A(2-20) |
| EXCEPTIONS | | | | | | | | | | | |
| Birds, small | AC(2) | N | A(2-34) | AC(2) | AC(2) | A(2-23-25) | N | A(2-32) | AC(2) | AC(2) | A(2-20) |
| Canaries | AC(2) | N | A(2-34) | AC(2) | AC(2) | A(2-23-25) | N | A(2-32) | AC(2) | AC(2) | A(2-20) |
| Parakeets | AC(2) | N | A(2-34) | AC(2) | AC(2) | A(2-23-25) | N | A(2-32) | AC(2) | AC(2) | A(2-20) |
| Parrots | AC(2) | N | A(2-34) | AC(2) | AC(2) | A(2-23-25) | N | A(2-32) | AC(2) | AC(2) | A(2-20) |
| Cats | A(2-4) | N | N | AC(2) | AC(2) | A(7) | N | A(2-32) | AC(2) | AC(2) | N |
| Chimpanzees | AC(2-6) | N | N | AC(2) | AC(2) | N | N | N | AC(2-6) | AC(2-6) | Ⓔ |
| Chinchillas | AC(2) | N | N | N | AC(2) | 42 | N | A(2-32) | AC(2) | AC(2) | N |
| Dogs | A(2-4) | N | N | AC(2) | AC(2) | A(7) | N | A(2-32) | AC(2) | AC(2) | N |
| Elephants | AC(2-6) | N | N | N | N | N | N | N | AC(2-6) | AC(2-6) | N |
| Fish | A(2) | A(2-9) | A(2-9) | AC(2-9) | AC(2) | A(2-23-25-27) | N | A(2-9-32) | A(2) | A(2-9) | A(2-9-20) |
| EXCEPTIONS | | | | | | | | | | | |
| Clams | A(2) | A(2-9) | A(9) | A(2-9) | AC | A(2-23-25-27) | N | A(2-9-32) | A(2) | A(2) | A(2-9-20) |
| Goldfish | A(2) | A(2-9) | A(9) | A(50) | AC(2) | N | N | A(50-32) | A(2) | A(2-50) | A(2-9-20) |
| Lobsters | A(50a) | A(2-9) | A(50a) | A(50a) | N | A(23-25-50a) | N | A(50a-32) | A(50a) | A(2-50a) | A(20-50a) |
| Shellfish | A(2) | A(2-9) | A(9) | A(2-9) | AC(9) | A(2-23-25) | N | A(2-9-32) | A(2) | A(2-9) | A(2-9-20) |
| Tropical Fish | A(50) | A(2-9) | N | A(50) | A(50) | A(23-25-50) | A(16a) | A(50-32) | A(50) | A(2-50) | N |
| Foxes | AC(2) | A(2-9) | N | AC(2) | AC(2) | A(2-23-25) | N | N | AC(2) | AC(2) | N |
| Guinea Pigs | AC(2) | N | A(2-34) | AC(2) | AC(2) | A(2-23-25) | N | A(2-32) | AC(2) | AC(2) | N |
| Hamsters | AC(2) | N | A(2-34) | AC(2) | AC(2) | A(2-23-25) | N | A(2-32) | AC(2) | AC(2) | N |
| Hippopotamus | AC(2-6) | N | N | N | N | N | N | N | AC(2-6) | AC(2-6) | N |
| Horses, race | N | N | N | N | N | N | N | N | N | N | N |
| Insects | A(2) | N | A(2) | AC(2) | AC(2) | A(2-23-25) | N | A(2-32) | A(2) | A(2) | A(2-20) |
| Lions, cub | AC(2-6) | N | N | AC(2) | AC(2) | A(2-23-25) | N | N | AC(2-6) | AC(2-6) | N |
| Lions, grown | AC(2-6) | N | N | N | N | N | N | N | AC(2-6) | AC(2-6) | N |
| Livestock | AC(2-6) | N | N | N | AC(2) | N | N | N | AC(2-6) | AC(2-6) | N |
| EXCEPTIONS | | | | | | | | | | | |
| Calves | AC(2-6) | N | N | N | AC(2) | N | N | N | AC(2-6) | AC(2-6) | N |
| Cattle, grown | N | N | N | N | N | N | N | N | N | N | N |
| Cattle, uncrated | N | N | N | N | N | N | N | N | N | N | N |
| Goats | AC(2) | N | N | N | AC(2) | N | N | N | AC(2-6) | AC(2-6) | N |
| Horses, draft | N | N | N | N | N | N | N | N | N | N | N |
| Sheep | AC(2-6) | N | N | N | AC(2) | N | N | N | AC(2-6) | AC(2-6) | N |
| Swine | AC(2-6) | N | N | N | AC(2) | N | N | N | AC(2-6) | AC(2-6) | N |
| Mink | AC(2) | N | N | AC(2) | AC(2) | A(2-23-25) | N | A(2-32) | AC(2) | AC(2) | N |
| Monkeys | AC(2-6) | N | N | AC(2) | AC(2) | A(2-23-25) | N | N | AC(2) | AC(2-6) | N |
| Orangoutangs | AC(2-6) | N | N | N | AC(2) | N | N | N | AC(2-6) | AC(2-6) | N |
| Pets, small | AC(2-6) | N | A(2-34) | AC(2) | AC(2) | A(2-23-25) | N | A(2-32) | AC(2) | AC(2-6) | N |
| Poultry | AC(2) | N | A(2-34) | AC(2) | AC(2) | A(2-23-25) | N | A(8-32) | AC(2) | N | N |
| EXCEPTIONS | | | | | | | | | | | |
| Chicks | AC(2-16-18) | N | A(2-34) | AC(2) | AC(2) | A(2-23-25) | N | A(8-32) | AC(2) | N | A(8-20) |
| Ducklings | AC(2-16-18) | N | A(2-34) | AC(2) | AC(2) | A(2-23-25) | N | A(8-32) | AC(2) | N | A(8-20) |
| Goslings | AC(2-16-18) | N | A(2-34) | AC(2) | AC(2) | A(2-23-25) | N | A(8-32) | AC(2) | N | A(8-20) |
| Poultry, baby | AC(2-16-18) | N | A(2-34) | AC(2) | AC(2) | A(2-23-25) | N | A(8-32) | AC(2) | N | A(8-20) |
| Poults (except turkey) | AC(2-16-18) | N | A(2-34) | AC(2) | AC(2) | A(2-23-25) | N | A(8-32) | AC(2) | N | N |
| Poults, turkey | AC(2-16-18) | N | N | AC(2) | AC(2) | A(2-23-25) | N | A(8-32) | AC(2) | N | A(8-20) |
| Rabbits | AC(2) | N | N | AC(2) | AC(2) | A(2-23-25) | N | A(2-32) | AC(2) | AC(2-6) | N |
| Reptiles | AC(2-6) | N | N | N | AC(2) | N | N | N | AC(2-6) | AC(2-6) | N |
| EXCEPTIONS | | | | | | | | | | | |
| Reptiles, small | AC(2) | N | A(2) | N | AC(2) | N | N | A(2-32) | A(2-6) | AC(2-6) | N |
| Rodents | AC(2-6) | N | A(2-34) | AC(2) | AC(2) | A(2-23-25) | N | A(2-32) | AC(2) | AC(2-6) | N |
| EXCEPTIONS | | | | | | | | | | | |
| Coypu (Nutria) | AC(2-6) | N | N | AC(2) | AC(2) | A(2-23-25) | N | A(2-32) | AC(2) | AC(2-6) | N |
| Mice | AC(2) | N | A(2-34) | AC(2) | AC(2) | A(2-23-25) | N | A(2-32) | AC(2) | A(2) | N |
| Bats | AC(2) | N | A(2-34) | AC(2) | AC(2) | A(2-23-25) | N | A(2-32) | AC(2) | AC(2-6) | N |
| Skunks, pet | AC(2) | N | N | AC(2) | AC(2) | A(2-23-25) | N | A(2-32) | AC(2) | AC(2-6) | N |
| Snakes, non-poisonous and harmless | AC(2-6) | N | A(2) | N | AC(2) | N | N | A(2-32) | AC(2-6) | AC(2-6) | N |
| Tigers, cub | AC(2-6) | N | N | AC(2) | AC(2) | A(2-23-25) | N | N | AC(2-6) | AC(2-6) | N |
| Tigers, grown | AC(2-6) | N | N | N | N | N | N | N | AC(2-6) | AC(2-6) | N |
| Wolves | AC(2) | N | N | N | N | N | N | N | AC(2-6) | AC(2-6) | N |
| Worms | A(2) | A(2) | A(2) | AC(2) | AC(2) | A(2-23-25) | N | A(2-32) | A(2) | A(9) | A(2-20) |

# SUMMARY OF CARRIER'S TERMS OF ACCEPTANCE OF LIVE ANIMALS

A-Accepted for shipment on all aircraft operated by the carrier.
AC-Accepted on ALL-CARGO aircraft only.
N-Not accepted.
(E)-Air Express only.
Explanation of numerical notes follow charts.

| | FT | LX(E) | LC(E) | MO | NA | NE | NO | NW | NY | OZ |
|---|---|---|---|---|---|---|---|---|---|---|
| Animals, live | A(3) | A(2-6) | A(2-4) | N | AC(2) | A(3-31) | (E) | AC(2-16) | A(2-6) | A(2) |
| EXCEPTIONS | | | | | | | | | | |
| Alligators | A(3) | A(2) | N | N | AC(2) | A(3-31) | N | AC(2-16) | A(2) | N |
| Alligators, baby | A(3) | A(2) | N | N | AC(2) | A(3-31) | N | AC(2) | A(2) | N |
| Animals, in excess of 200 lbs | A(3) | A(2-6) | N | N | AC(2) | N | N | AC(2-16) | A(2-6) | N |
| Apes | A(3) | A(2-6) | N | N | AC(2) | N | N | AC(2-16) | A(2-6) | N |
| Bears, cub | A(3) | A(2-6) | N | N | AC(2) | N | N | AC(2-16) | A(2-6) | N |
| Bears, grown | A(3) | A(2-6) | N | N | AC(2) | N | N | AC(2-16) | A(2-6) | N |
| Bees | A(3) | A(2) | A(2-4) | N | A(2) | A(3-31) | (E) | A(2-10-23-26) | A(2) | A(10) |
| Birds | A(3) | A(2) | A(2-4) | N | A(2) | A(3-31) | (E) | AC(2-41) | A(2) | A(2) |
| EXCEPTIONS | | | | | | | | | | |
| Birds, small | A(3) | A(2) | A(2-4) | N | (E) | A(3-31) | N | AC(2-41) | A(2) | A(2) |
| Canaries | A(3) | A(2) | A(2-4) | N | (E) | A(3-31) | (E) | AC(2-41) | A(2) | A(2) |
| Parakeets | A(3) | A | A(2-4) | N | (E) | A(3-31) | (E) | AC(2-41) | A | A(2) |
| Parrots | A(3) | A(2) | A(2-4) | N | (E) | A(3-31) | (E) | AC(2-41) | A(2) | A(2) |
| Cats | A(3) | A(2) | A(2-4) | N | A(7) | A(3-31) | (E) | AC(2-41) | A(2) | A(2) |
| Chimpanzees | A(3) | A(2-6) | N | N | AC(2) | A(3-31) | N | AC(2-16) | A(2-6) | N |
| Chinchillas | A(3) | A(2) | A(2-4) | N | A(2) | A(3-31) | (E) | AC(2-41) | A(2) | A(2) |
| Dogs | A(3) | A(2-6) | A(2-4) | N | A(7) | A(3-31) | A(2) | AC(2-41) | A(2-6) | A(2) |
| Elephants | A(3) | A(2-6) | N | N | AC(2) | N | N | AC(2-16) | A(2-6) | N |
| Fish | A(3) | A(2) | A(2-4-9) | N | A(2-9) | A(3-9) | (E) | A(2-9-23-26) | A(2) | A(2-9) |
| EXCEPTIONS | | | | | | | | | | |
| Clams | A(3) | A | A(9) | A(2) | A(2-9) | A(3) | (E) | A(50) | A | A(9) |
| Goldfish | A(3) | A(2-9) | A(2-4-9) | N | A(2-9) | A(3) | (E) | A(50) | A(2-3) | A(2-9) |
| Lobsters | A(50a) | A(50a) | A(50a) | A(50a) | A(50a) | A(3-50a) | (E) | A(50a) | A(50a) | A(50a) |
| Shellfish | A(3) | A(2) | A(9) | N | A(2-9) | A(3) | (E) | A(50a) | A(2) | A(9) |
| Tropical Fish | A(3) | A(50) | N | N | A(50) | A3(50) | A(50) | A(50-23-26) | A(50) | A(50) |
| Foxes | A(3) | A(2-6) | N | N | A(29-7) | A(3-31) | N | AC(2-16) | A(2-6) | N |
| Guinea Pigs | A(3) | A(2) | A(2-4) | N | A(2-29) | A(3-31) | (E) | AC(2-41) | A(2) | A(2) |
| Hamsters | A(3) | A(2) | A(2-4) | N | A(2-29) | A(3-31) | (E) | AC(2-41) | A(2) | A(2) |
| Hippopotamus | A(3) | A(2-6) | N | N | AC(2) | N | N | AC(2-16) | A(2-6) | N |
| Horses, race | A(3) | N | N | N | AC(2) | N | N | AC(2-16) | N | N |
| Insects | A(3) | A(2) | A(2-4) | N | A(2) | A(3-31) | (E) | AC(2) | A(2) | A(4) |
| Lions, cub | A(3) | A(2-6) | N | N | A(7) | N | N | AC(2-16) | A(2-6) | N |
| Lions, grown | A(3) | A(2-6) | N | N | AC(2) | N | N | AC(2-16) | A(2-6) | N |
| Livestock | A(3) | A(2-6) | N | N | AC(2) | N | N | AC(2-16) | A(2-6) | N |
| EXCEPTIONS | | | | | | | | | | |
| Calves | A(3) | A(2) | N | N | AC(2) | N | N | AC(2-16) | A(2) | N |
| Cattle, grown | A(3) | N | N | N | AC(2) | N | N | AC(2-16) | N | N |
| Cattle, uncrated | A(3) | N | N | N | AC(2) | N | N | N | N | N |
| Goats | A(3) | A(2-6) | A(2-4) | N | AC(2) | N | N | AC(2-16) | A(2-6) | A(2) |
| Horses, draft | A(3) | N | N | N | AC(2) | N | N | AC(2-16) | N | N |
| Sheep | A(3) | A(2-6) | N | N | AC(2) | N | N | AC(2-16) | A(2-6) | N |
| Swine | A(3) | A(2-6) | N | N | AC(2) | N | N | AC(2-16) | A(2-6) | N |
| Mink | A(3) | A(2) | N | N | A(7) | A(3-31) | N | AC(2) | A(2) | A(2) |
| Monkeys | A(3) | A(2-6) | N | N | AC(2) | A(3-31) | N | N | A(2-6) | N |
| Orangoutangs | A(3) | A(2-6) | N | N | AC(2) | N | N | AC(2-16) | A(2-6) | N |
| Pets, small | A(3) | A(2) | A(2-4) | N | A(7) | A(3-31) | (E) | AC(2-41) | A(2) | A(2) |
| Poultry | A(3-18) | A(2) | A(2-4) | N | AC(2) | A(3-31) | (E) | AC(2) | A(2) | N |
| EXCEPTIONS | | | | | | | | | | |
| Chicks | A(3) | A(2) | A(2-4) | N | A(8) | A(3-31) | (E) | AC(2) | A(2) | A(2-8) |
| Ducklings | A(3) | A(2) | A(2-4) | N | A(8) | A(3-31) | (E) | AC(2) | A(2) | A(2-8) |
| Goslings | A(3) | A(2) | A(2-4) | N | A(8) | A(3-31) | (E) | AC(2) | A(2) | A(2-8) |
| Poultry, baby | A(3) | A(2) | A(2-4) | N | A(8) | A(3-31) | (E) | AC(2) | A(2) | A(2-8) |
| Poults (except turkey) | A(3) | A(2) | A(2-4) | N | A(8) | A(3-31) | (E) | AC(2) | A(2) | A(2-8) |
| Poults, turkey | A(3) | A(2) | A(2-4) | N | A(8) | A(3-31) | (E) | AC(2) | A(2) | A(2-8) |
| Rabbits | A(3) | A(2) | A(2-4) | N | A(2) | A(3-31) | (E) | AC(2) | A(2) | A(2) |
| Reptiles | A(3) | A(2-6) | A(2-4) | N | AC(2) | A(3-31) | N | AC(2-16) | A(2-6) | A(2) |
| EXCEPTIONS | | | | | | | | | | |
| Reptiles, small | A(3) | A(2-6) | A(2-4) | N | AC(2) | A(3-31) | N | AC(2) | A(2-6) | A(2) |
| Rodents | A(3) | A(2-6) | A(2) | N | A(2) | A(3-31) | N | AC(2) | A(2-6) | A(2) |
| EXCEPTIONS | | | | | | | | | | |
| Coypu (Nutria) | A(3) | A(2-6) | A(2) | N | A(2) | A(3-31) | N | AC(2) | A(2-6) | A(2) |
| Mice | A(3) | A(2) | A(2) | N | AC(2) | A(3-31) | N | AC(2) | A(2) | A(2) |
| Rats | A(3) | A(2) | A(2) | N | AC(2) | A(3-31) | N | AC(2) | A(2) | A(2) |
| Skunks, pet | A(3) | A(2) | N | N | A(7) | A(3-31) | N | AC(2-41) | A(2) | N |
| Snakes, non-poisonous and harmless | A(3) | A(2-6) | A(2-4) | N | AC(2) | A(3-31) | (E) | AC(2) | A(2-6) | N |
| Tigers, cub | A(3) | A(2-6) | N | N | A(7) | N | N | AC(2-16) | A(2-6) | N |
| Tigers, grown | A(3) | A(2-6) | N | N | AC(2) | N | N | AC(2-16) | A(2-6) | N |
| Wolves | A(3) | A(2-6) | A(2-4) | N | AC(2) | N | N | AC(2-16) | A(2-6) | N |
| Worms | A(3) | A(2-6) | A(2-4) | A(2) | AC(2) | A(3-21) | (E) | AC(2) | A(2-6) | A(2) |

# SUMMARY OF CARRIER'S TERMS OF ACCEPTANCE OF LIVE ANIMALS

A-Accepted for shipment on all aircraft operated by the carrier.
AC-Accepted on ALL-CARGO aircraft only.
N-Not accepted.
(E)-Air Express only.
Explanation of numerical notes follows charts.

| | PC | PI | RD | SO | TC | TRC | TT | TW | UA | WA | WC |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Animals, live | A(2-30) | A(2) | AC(3) | N | A(2-28) | A(3-4) | (E) | AC(2) | AC(2) | N | N |
| EXCEPTIONS | | | | | | | | | | | |
| Alligators | A(2-30) | N | A(3) | N | N | A(3-4) | N | AC(2) | A(2-11-23-27) | N | N |
| Alligators, baby | A(2-30) | N | A(3) | N | N | A(3-4) | N | AC(2) | A(2-11-23-27) | N | N |
| Animals, in excess of 200 lbs | A(2-30) | N | A(3) | N | AC(2) | N | N | AC(2) | AC(2-6) | N | N |
| Apes | A(2-30) | N | A(3) | N | N | N | N | AC(2) | AC(2-6) | N | N |
| Bears, cub | A(2-30) | A(2) | A(3) | N | AC(2) | N | N | AC(2) | AC(2-6) | N | N |
| Bears, grown | A(2-30) | N | A(3) | N | N | N | N | AC(2) | AC(2-6) | N | N |
| Bees | A(2-30) | A(2) | A(3) | N | A(10-28) | A(3-4) | (E) | AC(2) | AC(10) | N | N |
| Birds | A(2-30) | A(2) | A(3) | N | A(28) | A(3-4) | (E) | AC(2) | AC(2-42a-42c) | N | A(2) |
| EXCEPTIONS | | | | | | | | | | | |
| Birds, small | A(2-30) | A(2) | A(3) | N | A(2-28) | A(3-4) | (E) | AC(2) | AC(2-42a-42c) | A(2-20) | A(2) |
| Canaries | A(2-30) | A(2) | A(3) | N | A(2-28) | A(3-4) | (E) | AC(2) | A(2-23-27) | A(2-20) | N |
| Parakeets | A(2-30) | A | A(3) | N | A(2-28) | A(3-4) | A | AC | AC(2-42a) | A | A(2) |
| Parrots | A(2-30) | A(2) | A(3) | N | A(2-28) | A(3-4) | N | AC(2) | AC(2) | A(2-20) | N |
| Cats | A(2-30) | N | A(3) | N | A(2-28) | A(3-4) | (E) | AC(2-42-42B) | A(2-7-23-24) | A(2-4) | A(2) |
| Chimpanzees | A(2-30) | N | A(3) | N | AC(2) | A(3-4) | (E) | AC(2) | AC(2-6) | N | N |
| Chinchillas | A(2-30) | A(2) | A(3) | N | A(2-28) | A(3-4) | N | (E) | A(23-27) | A(2) | A(2) |
| Dogs | A(2-30) | N | A(3) | N | A(2-28) | A(3-4) | (E) | AC(2-42-42B) | A(2-7-23-24) | A(2-4) | A(2) |
| Elephants | N | N | A(3) | N | N | N | N | AC(2) | AC(2) | N | N |
| Fish | A(2-30) | A(2-9) | A(3) | A(2-9) | A(2-9-28) | A(3-4-9) | N | A(9) | AC(2-42a-42c) | N | A(9-2) |
| EXCEPTIONS | | | | | | | | | | | |
| Clams | A(2-30) | A(2-9) | A(3) | A(9) | A(2-9-28) | A(3-4-9) | N | A(2) | A(2-9) | A(2) | A(9) |
| Goldfish | A(2-30) | A(2-9) | A(3) | A(2-50) | A(50-28) | A(3-4-9) | (E) | A(50) | A(50-23-27) | A(9) | N |
| Lobsters | A(50a-30) | A(50a) | A(50a) | A(50a) | A(50a-28) | A(3-4-50a) | (E) | A(50a) | A(50a) | A(50a) | A(50a) |
| Shellfish | A(2-30) | A(2-9) | A(3) | A(9) | A(2-9-28) | A(3-4-9) | (E) | A(50a) | N | A(9) | A(2-9) |
| Tropical Fish | A(30-50a) | A(50) | A(50) | A(2-50) | A(50-28) | A(3-4-50) | (E) | A(50) | A(50-23-27-33a) | A(50) | N |
| Foxes | A(2-30) | A(2) | A(3) | N | AC(2) | A(3-4) | N | AC(2) | AC(2-6) | N | N |
| Guinea Pigs | A(2-30) | A(2) | A(3) | A(2) | A(2-28) | A(3-4) | N | AC(2) | AC(2-42a-42c) | A(2-20) | N |
| Hamsters | A(2-30) | A | A(3) | A(2) | A(2-28) | A(3-4) | N | AC(2) | AC(2-42a-42c) | A(2-20) | A(2) |
| Hippopotamus | N | N | A(3) | N | N | N | N | AC(2) | AC(2-6) | N | N |
| Horses, race | N | N | A(3) | N | N | N | N | AC(2) | AC(2) | N | N |
| Insects | A(2-30) | A(2) | A(3) | N | A(2-17) | A(3-4) | N | AC(2) | A(2) | A(2) | A(2) |
| Lions, cub | A(2-30) | A(2) | A(3) | N | N | N | N | AC(2) | AC(2-6) | N | N |
| Lions, grown | N | N | A(3) | N | N | N | N | AC(2) | AC(2-6) | N | N |
| Livestock | A(2-30) | N | A(3) | N | AC(2) | N | N | AC(2) | AC(2) | N | N |
| EXCEPTIONS | | | | | | | | | | | |
| Calves | A(2-30) | N | A(3) | N | AC(2) | N | N | AC(2) | AC(2-6) | N | N |
| Cattle, grown | A(2-30) | N | A(3) | N | N | N | N | AC(2) | AC(2) | N | N |
| Cattle, uncrated | N | N | N | N | N | N | N | N | N | N | N |
| Goats | A(2-30) | N | A(3) | N | AC(2) | N | N | AC(2) | AC(2-6) | N | N |
| Horses, draft | N | N | A(3) | N | N | N | N | AC(2) | AC(2) | N | N |
| Sheep | A(2-30) | N | A(3) | N | AC(2) | N | N | AC(2) | AC(2-6) | N | N |
| Swine | A(2-30) | N | A(3) | N | AC(2) | N | N | AC(2) | AC(2-6) | N | N |
| Mink | A(2-30) | A(2) | A(3) | N | AC(2) | A(3-4) | N | AC(2) | AC(2) | A(2-20) | N |
| Monkeys | A(2-30) | N | A(3) | N | AC(2) | A(3-4) | N | AC(2-42) | AC(2-6) | A(2-20) | N |
| Orangoutangs | A(2-30) | N | A(3) | N | N | N | N | AC(2) | AC(2-6) | N | N |
| Pets, small | A(2-30) | N | A(3) | N | A(2-28) | A(3-4) | (E) | AC(2-42-42B) | AC(2-42c) | A(2-20) | A(2) |
| Poultry | A(2-30) | N | A(3) | N | A(8-28) | A(3-4-8) | (E) | AC(2) | AC(2-42a-33a) | N | N |
| EXCEPTIONS | | | | | | | | | | | |
| Chicks | A(2-30) | N | A(3) | N | A(8-28) | A(3-4-8) | (E) | AC(2-42) | A(2-8-23-27-33a) | A(2-20-8) | A(8) |
| Ducklings | A(2-30) | N | A(3) | N | A(8-28) | A(3-4-8) | (E) | AC(2) | A(2-8-23-27-33a) | A(2-20) | N |
| Goslings | A(2-30) | N | A(3) | N | A(8-28) | A(3-4-8) | (E) | AC(2) | AC(2-42a) | A(2-20) | N |
| Poultry, baby | A(2-30) | N | A(3) | N | A(8-28) | A(3-4-8) | (E) | AC(2-42) | A(2-8-23-27-33a) | A(2-20) | N |
| Poults (except turkey) | A(2-30) | N | A(3) | N | A(8-28) | A(3-4-8) | (E) | AC(2) | A(2-8-23-27-33a) | A(2-20) | A(8) |
| Poults, turkey | A(2-30) | N | A(3) | N | A(8-28) | A(3-4-8) | (E) | AC(2-42) | A(2-8-23-27-33a) | A(2-20) | A(8) |
| Rabbits | A(2-30) | A(2) | A(3) | N | A(2-28) | A(3-4) | N | AC(2) | AC(2-42a-42c) | A(2-20) | N |
| Reptiles | A(2-30) | A(2) | A(3) | N | N | A(3-4) | N | N | N | N | N |
| EXCEPTIONS | | | | | | | | | | | |
| Reptiles, small | A(2-30) | A(2) | A(3) | N | AC(2) | A(3-4) | N | N | A(2-11-23) | N | A(2) |
| Rodents | N | A(2) | A(3) | N | A(2-28) | A(3-4) | N | AC(2) | AC(2) | N | A(2) |
| EXCEPTIONS | | | | | | | | | | | |
| Copyu (Nutria) | N | A(2) | A(3) | N | A(2-28) | A(3-4) | N | AC(2) | A(2-23-27-48) | A(2-20) | A(2) |
| Mice | N | A(2) | A(3) | N | A(2-28) | A(3-4) | (E) | AC(2) | AC(2-42a-42c) | A(2-20) | A(2) |
| Rats | N | A(2) | A(3) | N | A(2-28) | A(3-4) | (E) | AC(2) | AC(2-42a-42c) | A(2-20) | N |
| Skunks, pet | A(2-30) | N | A(3) | N | A(2-28) | A(3-4) | N | AC(2) | AC(2-42a-42c) | N | A(2) |
| Snakes, non-poisonous and harmless | A(2-30) | A(2) | A(3) | N | AC(2) | A(3-4) | N | N | A(2-23-27) | N | A(2) |
| Tigers, cub | A(2-30) | A(2) | A(3) | N | N | N | N | AC(2) | AC(2-6) | N | N |
| Tigers, grown | N | N | A(3) | N | N | N | N | AC(2) | AC(2-6) | N | N |
| Wolves | A(2-30) | N | A(3) | N | N | N | N | AC(2) | AC(2-6) | N | N |
| Worms | A(2-30) | A(2) | A(3) | A(2) | A(2-38) | A(3-4) | (E) | AC(2) | A(15) | A(2-20) | A(2) |

# SUMMARY OF CARRIER'S TERMS OF ACCEPTANCE OF UNUSUAL SHIPMENTS

A-Accepted for shipment on all aircraft operated by the carrier.
AC-Accepted on ALL-CARGO aircraft only.
N-Not accepted
(E)-Air Express only.
Explanation on numerical notes follows charts.

| | AA | AL | BL | BN | CA | CO | CN | DL | EA | FL | FT | LX(E) | LC(E) | MO | NA |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Alcoholic Beverages . . | A(13) | A | A | A(12) | N | N | N | A | A(12) | N | A | A | A | N | A(12) |
| Automobiles, uncrated . | AC | N | N | AC | N | N | N | AC | AC | N | A | N | N | N | AC |
| Eggs, raw poultry . . . | A | A | A | A(2) | AC | A | A | A | A | A | A | A(2) | A | N | A |
| Etiologic Agents . . . | A | A | A | A | A | A | A | A | A | N | A | A | A | A | N |
| Fabrics, in rolls . . . | A(51) | A(51) | A(51) | A(51a) | A(51) | A(51) | A(51) | A(51a) | A(51) | A(51a) | A(51) | A(51) | A(51) | A(51) | A(51) |
| Flowers, in boxes: | | | | | | | | | | | | | | | |
| Not over 36" in length | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A |
| Not over 44" in length | A | A | A | A | A | A | A | A(21) | A | A | A | A | A | A | A(29) |
| Not over 48" in length | A | A | N | A | A | A | A | A(21) | A | A | A | A | N | N | A(29) |
| Not over 60" in length | A | A | N | A | A | A(21) | N | AC | A(20-30) | A | A | A | N | N | AC |
| over 60" in length . | A | N | N | AC | AC | A(21) | N | AC | A(20-30) | A | A | A | N | N | AC |
| Foods, perishable . . . | A | A | A | A | A | A | A | A | A | A | A | A | A | N | A |
| Fruit: fresh . . . . . | A | A | A | A | AC | A | A | A | A | A | A | A | A | N | A |
| Frozen . . . . . | A | A | A | A | AC | A | A | A | A | A | A | A | A | N | A |
| Berries . . . . . | A | A | A | A | AC | A | A | A | A | A | A | A | A | N | A |
| Garments: | | | | | | | | | | | | | | | |
| Not boxed or crated . | N | N | N | N | AC | N | N | N | N | N | A | A | N | N | AC |
| On hangers or racks . | N | N | N | AC | AC | N | N | AC | N | N | A | A | N | N | AC |
| Glass, thermo-pane . . | A(1) | A(1) | A(1) | A(1) | A(1) | A(1) | A(1) | A(1) | A(1) | A(1) | A(1) | A(1) | A(1) | A(1) | A(1) |
| Human remains, other than cremated . . . . | A(4-5-16) | A(4-5) | N | A(4-5) | A(5) | A(4-5) | N | AC(5) | AC(5) | A(4-5-20) | A | A(5) | A(4-14) | N | A(4-5) |
| Human remains, Infant . | A(4-5) | A(4-5) | A(4) | A(4-5) | AC(5) | A(4-5) | N | A(5) | A(5) | A(4-5-20) | A | A(5) | A(4-14) | N | A(4-5) |
| Liquids in Cans . . . . | A(52) | A(52) | A(52) | A(52) | A(52) | A(52) | A(52) | A(52) | A(52) | A(52) | A(52) | A(52) | A(52) | A(52) | A(52) |
| Machinery, greased or oiled, without packing | N | N | N | AC | AC | N | N | AC | AC | N | A | A | N | N | N |
| Meat: fresh . . . . . | A(2) | A(2) | A | A | AC | A | A | A | A(2) | A | A | A | A | N | A |
| Frozen . . . . . | A(2) | A(2) | A | A | AC | A | A | A | A(2) | A | A | A | A | N | A |
| Milk, fresh . . . . . | A | A(19) | A(19) | A | AC | A | A | A | A | A | A | A | A(9) | N | A |
| Perishables not in leak-proof containers where time is principal factor in shipment . . . | A | N | N | A | AC | A | N | A | A | A | A | A | N | N | A |
| Quartz lamps . . . . . | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A |
| Statuary, ceramic and/ or porcelain . . . . | A | N | N | A | A | A | A | A | A | A | A | N | N | A | A |
| Vegetables: fresh . . | A | A | A | A | AC | A | A | A | A | A | A | A | A | N | A |
| Frozen . . . . . | A | A | A | A | AC | A | A | A | A | A | A | A | A | N | A |

| | •NE | NO | NW | NY | OZ | PC | PI | RD | SO | TC | TRC | TT | TW | UA | WA | WC |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Alcoholic beverages . . | A(12) | (E) | A | A | A | A | N | A | N | A | A(12) | N | N | A(46) | A | N |
| Automobiles, uncrated . | N | N | N | N | N | N | N | A | N | AC | N | N | AC | AC | N | N |
| Eggs, raw poultry . . . | A | A | AC | A(2) | A | A | N | A | N | A(17) | A | N | A | A | A(2) | A |
| Etiologic Agents. . . . | A | N | N | A | A | N | N | A | A | A | A | N | A | A | A | A |
| Fabrics in rolls. . . . | A(51) | A(51) | A(51a) | A(51) | A(51) | A(51) | A(51) | A(51a) | A(51) | A(51) | A(51) | A(51) | A(51a) | A(51a) | A(51a) | A(49a) |
| Flowers, in boxes: . . | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Not over 36" in length | A | A | A | A | A | A | A | A | A | A(43) | A | A | A | A | A | A |
| Not over 44" in length | A | A | A | A | A | A | N | A | A | A(43) | A | A | A(30) | A | A | A |
| Not over 48" in length | A | A(21) | A | A | N | A | N | A | N | A(43) | A | A | A(30) | A | A | N |
| Not over 60" in length | A(21-31) | N | A | A | N | A | N | A | N | A(43) | A | A | AC | A | A | N |
| Over 60" in length. . | A(21-31) | N | A | A | N | A | N | A | N | A(43) | A | N | AC | A | A | N |
| Foods, perishable . . . | A | A | A(23-26) | A | A | A | N | A | A | A | A | A | A | A | A | A |
| Fruit, fresh . . . . . | A | A | A(23-26) | A | A | A | N | A | A | A(17) | A | A | A | A | A(9) | A |
| Frozen . . . . . | A | A | A | A | A | A | N | A | N | A | A | A | A | A | A(9) | A |
| Berries . . . . . | A | A | A(23-26) | A | A | A | N | A | A | A | A | A | A | A | A(9) | A |
| Garments: | | | | | | | | | | | | | | | | |
| Not boxed or crated . | N | N | N | A | N | N | N | A | N | N | N | N | AC | AC | N | N |
| On hangers or racks . | N | N | N | A | N | N | N | A | N | N | N | N | AC | AC | N | N |
| Glass, thermo-pane . . | A(1) | A(1) | A(1) | A(1) | A(1) | A(1) | A(1) | A(1) | A(1) | A(1) | A(1) | A(1) | A(1) | A(1) | A(1) | A(1) |
| Human remains, other than cremated . . . . | A(14) | N | AC(4) | A(5) | A(4-5) | N | N | A | N | AC | A(4-5) | N | A(5) | A(5-14-42e) | N | N |
| Human remains, Infant . | A(14) | A(4-5) | A(23-26) | A(5) | A(4-5) | | A(4-5) | | | | A(4-5) | (E) | | | N | |
| Liquids in Cans . . . . | A(52) | A(52) | A(52) | A(52) | A(52) | A(52) | A(52) | A(52) | A(52) | A(52) | A(52) | A(52) | A(52) | A(52) | A(52) | A(52) |
| Machinery, greased or oiled, without packaging . . . . . | N | N | N | A | N | N | N | A | N | N | N | N | N | N | N | N |
| Meat: fresh . . . . . | A | A(2) | A(23-26) | A | A(2) | A | N | A | N | A(17) | A | A | A | A | A(9) | A |
| Frozen . . . . . | A | A(2) | A | A | A(2) | A | N | A | N | A | A | A | A | A | A(9) | A |
| Milk, fresh . . . . . | A | A(9) | A(23-26) | A | A | N | N | A | N | A(17) | A(9) | A | A | N | N | A(16) |
| Perishables not in leak-proof containers where time is principal factor in shipment . . . | A | N | N | A | N | A | N | A | N | N | A | A | A | A | N | N |
| Quartz lamps . . . . . | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A |
| Statuary, ceramic and/ or porcelain . . . . | A | N | A | A | N | A | N | A | N | A | A | A | A | A | N | N |
| Vegetables: fresh . . . | A | A | A(23-26) | A | A | A | N | A | A | A(17) | A | A | A | A | A(9) | A(9) |
| Frozen . . . . . | A | A | A | A | A | A | N | A | N | A | A | A | A | A | A(9) | A(9) |

# SUMMARY OF CARRIERS' TERMS OF ACCEPTANCE OF LIVE ANIMALS AND UNUSUAL SHIPMENTS

## EXPLANATION OF NUMERICAL REFERENCES

1. Accepted only when the shipper provides and installs sufficient breather units to prevent breakage due to altitude.
2. Accepted only when inoffensive, require no attention in transit and securely and adequately crated.
3. Accepted only when inoffensive, securely and adequately crated; require no unreasonable attention in transit or at destination prior to delivery, provided that when any attention is required a letter of instructions from the shipper must be furnished and securely attached to the shipping container, giving full and detailed but reasonable instructions as to watering, feeding, exercising, etc. desired, except that no wild or vicious animal of any kind will be accepted with instructions to water, feed, exercise or remove from container in transit or at destination. When feeding or watering is requested, the container must be equipped with suitable non-spillable water *container*, sufficient feed and utensils therefor.
4. Advance arrangements required for combination aircraft.
5. Must be placed in caskets or cases that will prevent the escape of offensive odors; a certificate of a physician or health officer stating the cause of death must be attached to the Airbill and duplicate pasted on the top of case; must be secured in casket to prevent shifting.
6. Maximum gross weight of 300 pounds for each crate and animal(s).
7. Accepted on combination aircraft only when in kennels which meet the following minimum kennel specifications:
   1. Must be constructed of wood, metal or composition material of similar strength.
   2. Must be so fabricated as to prevent escape of animal in normal handling. Doors must be equipped with positive locks such as hasp with harness snap.
   3. Must be of sufficient size to permit animal to stand, sit and lie down.
   4. Kennel must be provided with adequate ventilation.
   5. Shipper must tender kennel with animal enclosed and locked.
   6. Shipper must provide adequate bedding material such as shredded paper.
   7. Floor of kennel must provide a means for retaining liquids and solids within the kennel during normal handling. This may be in the form of a permanent or disposable insert the full size of the floor extending upwards 1" or more on all four sides.

   **CO:** will not be accepted on DC-6B or DC-7B aircraft; large kennels will be accepted on Boeing 707 by advance arrangements.

   **NA:** will not accept large kennels on DC-7 or DC-7B aircraft; will not accept large or small kennels on Lodestar or Lockheed L-1049H aircraft; will not accept any kennels on Convair aircraft from May 1 through September 30, except will be carried from a scheduled stop to the next scheduled stop only.

8. Baby poultry, such as chicks, ducklings and poults are acceptable provided that not more than 72 hours shall elapse between hatching and arrival at destination and that no food nor water has been consumed prior to shipping. For onward carriage via government mail, baby poultry must be less than 24 hours old at the time of transfer to the post office.
9. Must be enclosed in leak-proof, odor-proof, splash-proof containers provided with sufficient material such as sawdust to absorb and hold all water or other fluids.
10. Only shipments consisting of queen bees and their attendant bees are acceptable.
11. Reptiles (other than snakes) will be accepted only as follows: baby alligators not exceeding 20" in length, baby terrapins or turtles not exceeding 2-1/2 inches in length, bloodworms, chameleons, earthworms, frogs, hellgrammites, horned toads, hydras, leeches, lizards, meal worms, newts, planaria, salamanders and tadpoles.
12. Accepted only from to or within those states which do not require the carrier to have a special permit, license or bond.
13. Accepted only when consigned to Embassies or Diplomatic Representatives of foreign countries located in Washington, D.C.
14. Only human remain shipments where the over-all dimension of the outside container does not exceed 20" x 24" x 44" will be accepted on passenger aircraft. (UAL: 20" x 24" x 60") (PI: 42L x 28" W).
15. Must be shipped in a leak-proof, moisture-proof (not fibreboard) inner container. The contents should be identified on the outside of the container.
16. Advance arrangements required on cargo aircraft.
17. Not accepted on Lockheed Super Constellation equipment from October 1, to April 30.
18. Accepted only if packed in accordance with the following specifications: Each container must have attached to the bottom 1" by 1" slats to allow sufficient circulation of air in and around containers.
19. Not accepted as airfreight or air express on combination aircraft. (Accepted as accompanied baggage only — Maximum: two birds per passenger).

## EQUIPMENT SECTION

20. Not accepted on Convair aircraft.
21. Not accepted on DC-3 aircraft.
22. Not accepted on DC-4 aircraft.
23. Not accepted on DC-6B aircraft. Exception: NW will accept tropical fish on DC-6B aircraft between terminals MIA-TPA on one hand and terminals MDW-MSP on the other.
24. Not accepted on DC-7 air tourist equipment.
25. Not accepted on DC-7B aircraft.
26. Not accepted on DC-7C aircraft.
27. Not accepted on DC-7 aircraft.
28. Not accepted on Super Constellation aircraft.
29. Not accepted on Lodestar aircraft.
30. Not accepted on Martin aircraft.
31. Not accepted on Viscount aircraft.
32. Not accepted on Britannia aircraft.
33. Not accepted on B-707 aircraft.
33a. Not accepted on Boeing 720 aircraft.
34. Not accepted on F-27A aircraft.
40. Accepted on Speedpak equipment only.
41. Accepted on all-cargo aircraft or on Boeing Stratocruiser combination aircraft only. Exception: One pet may be carried on DC-4 type aircraft provided advance arrangements have been made with the originating station.
42. Accepted on B-707 aircraft.
42a. Accepted on DC-8 aircraft.
42b. Accepted on Convair 880 aircraft.
42c. Accepted on Boeing 720 aircraft.
43. Flowers can be accepted in boxes up to the following lengths:
   DC-3 aircraft — Up to 60 inches
   Viscount aircraft — Up to 56 inches
   North Star aircraft — Up to 47 inches
46. Not accepted for carriage to points in Maryland, Massachusetts, New Jersey, Ohio.
47. Accepted on all equipment but only between the terminals New York and Bermuda, New York and Mexico City, New York and San Juan, Miami and San Juan and New Orleans and Mexico City.
48. Nutria must be shipped in galvanized metal containers with watertight bottoms. The bottoms may be removable and the sides and top may be made of one-half inch mesh.

## RECOMMENDED PACKAGING SECTION

50. **Recommended** that fish be contained in a polyethylene bag with a minimum thickness of 0.003 of an inch tied and/or sealed securely enough to prevent leakage. The bag to be contained with a double-walled, corrugated carton with a cap-type cover, insulated within a seamless double-walled, corrugated inner liner sufficiently waxed so as to contain any moisture resulting from condensation. The lined inner carton to be contained within a double-walled corrugated outer carton and securely sealed. Do not drop. Do not stack against or load with pointed or sharp object. Mark "HANDLE WITH CARE", "KEEP FROM FREEZING", "THIS SIDE UP" and indicate contents.

50a. **Recommended** that packaging shall be a basic outer case of double faced corrugated board, lines on all sides and top and bottom with adequate recognized insulation material; an inner carton of double faced corrugated board with inner face treated to provide a moisture proof barrier; pads of absorbent paper to be laid on the bottom of inner carton (for control of free liquid). Lobsters to be packed in alternate layers of seaweed together with a refrigerant (other than free or sea water ice) in puncture-proof containers with a supplementary source of moisture (wet paper pads or burlap placed on top). All flap edges to be tape sealed.

51. **Recommended** that rolls be completely wrapped not less than twice and ends protected by at least two thicknesses of single-faced corrugated paper having a basic weight (of facing) not less than fifty (50) pounds. The complete roll to be wrapped not less than twice with Kraft paper having a basis weight of not less than seventy-five (75) pounds. Do not roll or drag on end. Glue or tape shipping documents — do not use staples.

51a. **Recommended** that rolls be (1) completely wrapped in two thicknesses of heavy fibreboard; or (2) completely wrapped with single-faced corrugated paper having a basis weight (of facing) not less than fifty (50) pounds. In either case, ends of the rolls should be protected by fibreboard not less than .100 of an inch in thickness, and completely wrapped with Kraft paper having a basis weight of not less than seventy five pounds. Do not roll or drag on end. Glue or tape shipping documents — do not use staples.

52. **Recommended** that the container be securely closed and of such construction as to prevent leakage of the contents caused by changes of temperature, humidity and altitude during transportation. Friction seals shall be secured by some means such as solder, filament tape or mechanically, so as to prevent any seepage through the seal under at least 15 pounds per square inch internal gauge pressure. Shipment must be labelled "LIQUID THIS SIDE UP."

# ALL CARGO FLIGHT SCHEDULES

The following all-cargo schedules are presented for the convenience of those shippers who have special problems requiring use of all-cargo aircraft. Cargo is also carried on most passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for combination schedules. (For Codes and Symbols, see Page G-45.)

## AEROLINEAS ARGENTINAS (ARG)

| 692 ① ③ ⑥ | 620 ② ⑤ ⑦ | C-47 | 621 ① ③ ⑥ | 693 ① ③ ⑥ |
|---|---|---|---|---|
| | 0630 | Lv BUENOS AIRES. . . Ar | 0205 | |
| | 0850 | Ar BAHIA BLANCA. . . Lv | 2355 | |
| | 0905 | Lv BAHIA BLANCA. . . Ar | 2340 | |
| | 1150 | Ar TRELEW. . . . . Lv | 2120 | |
| | 1205 | Lv TRELEW. . . . . Ar | 2105 | |
| | 1335 | Ar COMODORO RIVADAVIA Lv | 1945 | |
| | 1435 | Lv COMODORO RIVADAVIA Ar | 1930 | |
| | 1545 | Ar PUERTO DESEADO. . Lv | 1820 | |
| | 1600 | Lv PUERTO DESEADO. . Ar | 1805 | |
| | 1705 | Ar SAN JULIAN. . . . Lv | 1710 | |
| | 1725 | Lv SAN JULIAN. . . . Ar | 1650 | |
| | 1755 | Ar SANTA CRUZ. . . . Lv | 1620 | |
| | 1810 | Lv SANTA CRUZ. . . . Ar | 1605 | |
| | 1900 | Ar RIO GALLEGOS. . . Lv | 1515 | |
| 0900 | | Lv RIO GALLEGOS. . . Ar | | 1415 |
| 1010 | | Ar RIO GRANDE . . . Lv | | 1355 |
| 1025 | | Lv RIO GRANDE . . . Ar | | 1350 |
| 1115 | | Ar USHUAIA . . . . . Lv | | 1200 |

## AEROVIAS VENEZOLANAS (AVENSA)

| 618 ③ | 581 # | 583 # | C-46 | 584 # | 582 # | 617 ④ |
|---|---|---|---|---|---|---|
| 1200 | 0500 | 0530 | Lv MAIQUETIA. . Ar | 1015 | 0920 | 1515 |
| | | 0630 | Ar BARCELONA. . Lv | | | |
| | | 0645 | Lv BARCELONA. . Ar | | | |
| | | 0705 | Ar CUMANA . . . Lv | | | |
| | | 0720 | Lv CUMANA . . . Ar | | | |
| | | 0740 | Ar PORLAMAR . . Lv | | | |
| | | 0755 | Lv PORLAMAR . . Ar | | | |
| | | 0815 | Lv CARUPANO . . Ar | 0830 | | |
| | 0700 | | Ar MARACAIBO. . Lv | | 0720 | |
| | | | KINGSTON . . Lv | | | 1030 |
| | | | KINGSTON . . Ar | | | 1000 |
| 1830 | | | Ar MIAMI. . . . Lv | | | 0700 |

## AIR FRANCE (AF)

| 407 ④ | 2483 # Ex ① | 750 ② ④⑤ | 896 # Ex ①⑦ | DC-4 | 897 # Ex ①⑦ | 751 ③ ⑤⑥ | 2482 # Ex ⑦ | 406 ② |
|---|---|---|---|---|---|---|---|---|
| 1200 | | | | Lv PARIS, Le Bourget . Ar | | | | 0730 |
| 1230 | | | | Ar PARIS, Orly . . . . Lv | | | | |
| 1600 | 0500 | 1205 | 0100 | Lv PARIS, Orly . . . . Ar | 0640 | 0100 | 2200 | |
| | | | 0135 | Ar LONDON, Central... Lv | 0405 | | | |
| | | 1355 | | Ar FRANKFURT Lv | | 2300 | | |
| | | 1510 | | Lv FRANKFURT Ar | | 2135 | | |
| | | 1650 | | Ar BERLIN Lv | | 1950 | | |
| | 0930 | | | Ar ALGIERS Lv | | | 1730 | |
| | | | | Lv ALGIERS Ar | | | | |
| 2210 | | | | Ar TRIPOLI Lv | | | | 0320* |
| 2310 | | | | Lv TRIPOLI Ar | | | | 0235* |
| 0345 | | | | Ar FORT LAMY Lv | | | | 2000 |

* Optional Technical Stop

## ALL NIPPON AIRWAYS

| 18 #Ex ① | DC-3 | 17 #Ex ① |
|---|---|---|
| 0010 | Lv OSAKA . . Ar | 0245 |
| 0200 | Ar TOKYO . . Lv | 0030 |

Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

## AMERICAN AIRLINES (AA)

| 815 ⑥ | 803 #Ex ⑥⑦ | 807 #Ex ⑦① | 801 #Ex ⑥⑦ | 855 ⑦ | 855 ⑤ | 855 #Ex ⑥⑦ | 827 #Ex ⑥⑦ | 825 ⑤ | 825 #Ex ⑤⑥⑦ | DC-7F | 816 #Ex ⑤⑥⑦ | 810 #Ex ⑥⑦ | 824 #Ex ⑥⑦ | 824 ⑤ | 802 #Ex ⑥⑦ | 828 #Ex ⑥⑦ | 806 #Ex ⑥⑦ | 818 ⑥ | 814 ⑥ |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2145 | | | 2230 | | | | | | | Lv BOSTON. . . . . Ar | 1348 | | | 1840 | | | | | 2025 |
| | | | 2316 | | | | | | | Ar HARTFORD. . . . . Lv | | | | | | | | | |
| | | | 0015 | | | | | | | Lv HARTFORD. . . . . Ar | | | | | | | | | |
| | | | | | | | | | | Ar NEW YORK (IDL). . . . Lv | 1245 | | | | | | | | |
| | | | | | | | | 1050 | 1050 | Lv NEW YORK (IDL). . . . Ar | 0924 | | | | | 1137 | | | |
| | | | | | | | | | | Ar NEW YORK (LGA). . . . Lv | | | | | | | | | |
| | 0015 | | | | | | | | | Lv NEW YORK (LGA). . . . Ar | | | | | | | 2000 | | |
| 2303 | | | | | | | | | | Ar NEW YORK (EWR). . . . Lv | | | | 1730 | | | | | 1915 |
| 1230 | | 0150 | | | 2250 | 2250 | 2230 | | | Lv NEW YORK (EWR). . . . Ar | | 1130 | 1615 | 1615 | 1836 | | | 1320 | 1750 |
| | | | | | | | | | | Ar PHILADELPHIA. . . . . Lv | | | | | 1800 | | | | |
| | | | | | | | | | | Lv PHILADELPHIA. . . . . Ar | | | | | 1459 | | | | |
| | | | | | | | | | | Ar BALTIMORE . . . . . Lv | | | | | | | 1900 | | |
| | | | | | | | | | | Lv BALTIMORE . . . . . Ar | | | | | | | 1730 | | |
| | | | | | | | | | | Ar WASHINGTON. . . . . Lv | | | | | 1415 | | | | |
| | | | | | | | | | | Lv WASHINGTON. . . . . Ar | | | | | 1305 | | | | |
| | | 0311 | | | | | | | | Ar BUFFALO . . . . . Lv | | | 1455 | 1455 | | | | | |
| | | 0425 | | | | | | | | Lv BUFFALO . . . . . Ar | | | 1346 | 1346 | | | | | |
| | 0306 | | | | | | | | | Ar CINCINNATI. . . . . Lv | | | | | | | 1545 | | |
| | 0415 | | | | | | | | | Lv CINCINNATI. . . . . Ar | | | | | | | 1416 | | |
| 0256 | | | 0257 | | 0116 | 0116 | | | | Ar DETROIT . . . . . Lv | 0735 | | 1235 | 1235 | | | | | 1555 |
| 0420 | | | 0415 | | 0235 | 0235 | | | | Lv DETROIT . . . . . Ar | 0620 | | 1120 | 1120 | | | | | 1440 |
| | | | | | | | | | | Ar NASHVILLE . . . . . Lv | | | | | 1005 | | | | |
| | | | | | | | | | | Lv NASHVILLE . . . . . Ar | | | | | 0901 | | | | |
| | | | | | | | | | | Ar MEMPHIS. . . . . Lv | | | | | 0805 | | | | |
| | | | | | | | | | | Lv MEMPHIS. . . . . Ar | | | | | 0700 | | | | |
| 0431 | | 0534 | 0426 | | | | | 0115 | 0115 | Ar CHICAGO (MDW) . . . . Lv | 0410 | 0800 | 0910 | 0910 | | | | 0950 | 1230 |
| 0600 | | 0655 | 0545 | | | | | 0140 | 0140 | Lv CHICAGO (MDW) . . . . Ar | 0247 | 0630 | 0754 | 0754 | | | | 0830 | 1100 |
| | | | | | 0248 | 0248 | 0045 | | | Ar CHICAGO (ORD) . . . . Lv | | | | | | 0800 | | | |
| | | | | | 0418 | 0418 | 0205 | | | Lv CHICAGO (ORD). . . . . Ar | | | | | | 0730 | | | |
| | | | | | | | | | | Ar ST. LOUIS . . . . . Lv | | | 0635 | 0635 | | | | | |
| | | | | | | | | | | Lv ST. LOUIS . . . . . Ar | | | 0541 | 0541 | | | | | |
| 0911 | 0633 | | | | 0730 | 0730 | | | | Ar DALLAS. . . . . Lv | | 0330 | | | 0520 | | 1030 | 0530 | 0800 |
| 1030 | 1015 | | | 1130 | | 0920 | | | | Lv DALLAS. . . . . Ar | | 0218 | | | 0400 | | 0804 | 0400 | 0609 |
| | | | | 1248 | | 1038 | | | | Ar SAN ANTONIO . . . . . Lv | | 0110 | | | | | | | |
| | | | | 1418 | | 1200 | | | | Lv SAN ANTONIO . . . . . Ar | | 2306 | | | | | | | |
| | | | | 1702 | | 1444 | | | | Ar MEXICO CITY . . . . . Lv | | 2030 | | | | | | | |
| 1324 | 1309 | 1125 | 1015 | | | | 0635 | 0610 | 0610 | Ar LOS ANGELES . . . . . Ar | | | 2230 | 2230 | | 2345 | 0140 | | 2345 |
| 1500 | | | 1300 | | | | 0750 | | 0705 | Lv LOS ANGELES . . . . . Ar | | | 2105 | 2105 | | | | | |
| 1630 | | | 1430 | | | | 0920 | | 0835 | Ar SAN FRANCISCO . . . . Lv | 1845 | | 1935 | 1935 | 2100 | | | 2100 | |

## ANSETT-AUSTRALIAN NATIONAL (ANA)

| 367 #Ex ⑥⑦ | 337 # | 331 ①⑦ | 353 # | 357 ⑦ | 351 ②③ ④⑤ | 347 #Ex ①⑦ | Bristol 170 | 348 #Ex ①⑦ | 352 ②③ ④⑤ | 358 ⑦ | 354 #Ex ①⑦ | 332 ①⑦ | 338 # | 368 #Ex ⑥⑦ |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0515 | 1700 | 0545 | 2045 | 1500 | 1300 | 0500 | Lv MELBOURNE. Ar | 1045 | 1845 | 2045 | 0230 | 1235 | 2350 | 1120 |
| | 1935 | 0820 | 2250 | 1705 | 1505 | 0705 | Ar LAUNCESTON Lv | 0835 | 1635 | 1835 | 0020 | | | |
| | | | | | | | Ar HOBART . . Lv | | | | | 0950 | 2105 | |
| 0705 | | | | | | | Ar DEVONPORT. Lv | | | | | | | |
| 0805 | | | | | | | Lv DEVONPORT. Ar | | | | | | | |
| 0835 | | | | | | | Ar WYNYARD. . Lv | | | | | | | 0935 |

## AEROVIAS SUD AMERICANA, INC. (ASAI)

| 125 C-46 ① | 101 DC-4 ② | 123 DC-4 ② | 301 C-46 ③ | 101 DC-4 ④ | 125 C-46 ④ | 101 DC-4 ⑤ | | 102 DC-4 ② | 304 C-46 ③ | 124 DC-4 ③ | 302 C-46 ③ | 132 C-46 ④ | 102 DC-4 ④ | 102 DC-4 ⑤ | 502 C-46 ⑥ |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1845 | 0315 | 2345 | | 0315 | 1845 | 0315 | Lv TAMPA/ST. PETERSBURG. Ar | 1900 | | 2145 | | 1400 | 1900 | 1900 | 1900 |
| 2000 | | 0100 | | | 2000 | | Ar MIAMI. . . . Lv | | | 2030 | | | | | |
| 2200 | | 0300 | | | 2200 | | Lv MIAMI. . . . Ar | | | 1900 | | | | | |
| | 0845 | | | 0845 | | 0845 | Ar GUATEMALA. . Lv | | | | | | | | 1330 |
| | 1015 | | | 1015 | | 1015 | Lv GUATEMALA. . Ar | | | | | | | | 1200 |
| | 1100 | | | 1100 | | 1100 | Ar SALVADOR . . Lv | 1300 | | | | | 1330 | 1330 | 1115 |
| | | | | | | | Lv SALVADOR . . Ar | | | | | | | | 1000 |
| ② | | ③ | | | ⑤ | | | | | | | | | | |
| 0500 | | 0900 | | | 0500 | | Ar PANAMA . . . Lv | | | 1300 | | 0700 | | | 0600 |
| 0700 | | | 1100 | | 0700 | | Lv PANAMA . . . Ar | | 0400 | | 1900 | | | | 0400 |
| 1030 | | | | | 1030 | | Ar QUITO. . . . Lv | | | | | | | | |
| 1200 | | | | | 1200 | | Lv QUITO. . . . Ar | | | | | | | | |
| 1315 | | | 1400 | | 1315 | | Ar GUAYAQUIL. . Lv | | 0001 | | | | | | 0001 |
| | | | | | | | Ar BOGOTA . . . Lv | | | | 1600 | | | | |

## BRANIFF AIRWAYS (BN)

| 851 #Ex ⑦① | C-46 | 850 #Ex ⑥⑦ |
|---|---|---|
| 0500 | Lv CHICAGO (MDW). Ar | 0259 |
| 0605 | Ar KANSAS CITY. . Lv | 2359 |
| 0635 | Lv KANSAS CITY. . Ar | 2330 |
| 0748 | Ar WICHITA. . . . Lv | 2220 |
| 0820 | Lv WICHITA. . . . Ar | 2155 |
| f | OKLAHOMA CITY | |
| 1021 | Ar DALLAS . . . . Lv | 2000 |

Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

## BRITISH EUROPEAN AIRWAYS (BEA)

| L ⑦ | 21 Y ⑤ | 21 V ②③ ⑥ | 21 V ⑦ | 16 V #Ex ① | 16 V ②③ ⑦ | 02 L ⑦ | 02 L #Ex ⑥⑦ | 06 Y ⑤ | 06 L ③⑤ | 48 V ⑦ | 08 V ③⑥ | 08 V ③ | V-Viscount<br>Y-York<br>L-Leopard | 09 V ④ | 09 V ③⑥ | 49 V ⑦ | 07 L ④⑥ | 31 Y (6/7) | 03 L ⑦ | 03 L #Ex ①⑥ | 37 V ②③ ⑦ | 15 V #Ex ① | 22 V ⑦ | 22 Y ④⑤ | 22 V ②③ ⑥ | 11 Y ① |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0230 | 0001 | 0001 | 0100 | 0105 | 0205 | 0045 | 2300 | 0230 | 0230 | 0400 | 0045 | 2350 | Lv LONDON. . Ar | 0715 | 0810 | 2200 | 1600 | 1140 | 0610 | 0125 | 0650 | 0755 | 0545 | 0540 | 0445 | 1835 |
| 0715 | 0230 | 0205 | 0305 | | | | | 0715 | 0800 | | | | Ar PARIS . . Lv | | | | | ⑦ | | | | | 0540 | 0510 | 0440 | |
| 1230 | | | | | | | | 1315 | 1105 | 0830 | 0420 | 0325 | Ar NICE. . . Lv | 0530 | 0625 | | 1010 | 0810 | | | | | | | | 1200 |
| | | | | | | | | 1000 | | 1350 | | | Ar MILAN . . Lv | | | | | 1130 | | | | | | | | |
| | | | | | | | | | | | | | Ar ROME. . . Lv | | | | | | | | | | | | | |
| | | | | | | | | | | | | | Ar MALTA . . Lv | | | | | | | | | | | | | |
| | | | | | | | | | | | | | Ar ATHENS. . Lv | | | | | | | | | | | | | |
| | | | | | | | | | | | | | Ar AMSTERDAM Lv | | | | | | | | | | | | | |
| | | | | | | | | | | | | | AR BRUSSELS. Lv | | | | | | | | | | | | | |
| | | | | | | | | | | | | | Ar COPENHAGENLv | | | | | | | | | | | | | |
| | | | | 0435 | 0410 | 0340 | 0155 | | | | | | | | | 1550 | | 0810 | 0515 | 0330 | 0640 | 0620 | | | | |

| 27 L ③ | 29 Y ⑤⑥ | 29 D ②④ ⑦ | 25 L ③ | Y - York<br>D - DC-3<br>L-Leopard | 30 D ②④ ⑦ | 30 Y ⑤⑥ | 26 L ③ | 28 L ③ |
|---|---|---|---|---|---|---|---|---|
| 0030 | 0030 | 0030 | 0305 | Lv LONDON. . . Ar | 1045 | 0910 | 1055 | 0705 |
| 0405 | 0330 | 0405 | | Ar DUSSELDORF. Lv | | | | 0535 |
| | 0500 | 0535 | | Lv DUSSELDORF. Ar | | | | |
| | 0600 | 0650 | 0705 | Ar FRANKFURT . Lv | 0820 | 0730 | 0835 | |

## BRITISH OVERSEAS AIRWAYS (BA) AIR INDIA (AI) QANTAS EMPIRE (EM)

| BA 776 C ⑤ | BA/EM 778 SC ⑥ | BA 978 C ③ | BA/EM 980 SC ④ | AI 164 SC ④ | C - 749 Constellation<br>SC - Super Constellation | AI 163 SC ① | BA/EM 981 SC ⑤ | BA 979 C ⑥ | BA/EM 779 SC ② | BA 777 C ② |
|---|---|---|---|---|---|---|---|---|---|---|
| 1400 | 1900 | 0500 | 0200 | 2100 | Lv LONDON. . . Lv | 1115 | 1920 | 2220 | 2300 | 2125 |
| 1700 | 2215 | 0735 | 0515 | ⑤ 0005 | Ar DUSSELDORF. Lv | | 1750 | 2135 | 2130 | 2015 |
| 1930 | ⑦ 0100 | 1030 | 0800 | 0345 | Ar FRANKFURT . Lv | 0815 | 1510 | 1845 | 1920 | 1745 |
| ⑥ 0530 | 1100 | 2040 | 1810② | 1105 | Ar ROME. . . . Lv | ② 0230 | 0650② | 1015 | 1130 | 0915 |
| 1320 | 2300 | ④ 0430 | 0510② | ⑥ 0050 | Ar ZURICH. . . Lv | | 0340② | ⑦ 0605 | ⑤ 0400 | ③ 0505 |
| 2335 | ① 0620 | 1445 | 1625 | ⑥ 1600 | Ar BEIRUT. . . Lv | 1730① | 2110 | 2230 | 2330 | 2130 |
| ⑦ 0950 | 1300 | 2320 ⑤ 0815 | 2328⑥ 0700 | | Ar BAHRAIN . . Lv | 1100① | 1515 | 1500 ⑥ 0900 | 1720 1340 | 1320 |
| 1540 | 1845 | | 1235 | | Ar KARACHI . . Lv | | ① 0830 | | ④ 0930 | ② 0830 |
| | 2345 | | | | Ar BOMBAY. . . Lv | | | | 1135③ | |
| | 0940② | | 2340 | | Ar DELHI . . . Lv | | ⑦ 0230 | | 0550③ | |
| | 1920 | | 1048⑦ | | Ar CALCUTTA. . Lv | | 1808⑥ | | 2108② | |
| | | | | | Ar RANGOON . . Lv | | | | | |
| | | | | | Ar BANGKOK . . Lv | | | | | |
| | | | | | Ar HONG KONG . Lv | | | | | |
| | | | | | Ar MANILA. . . Lv | | | | | |
| | | | | | Ar SINGAPORE . Lv | | | | | |
| | | | | | Ar DJKARTA . . Lv | | | | | |
| | | | | | Ar DARWIN. . . Lv | | | | | |
| | | | | | Ar SYDNEY. . . Lv | | | | | |

| 577 ④ | 573 1/ | 573 2/ | | 574 3/ | 574 4/ | 578 5/ |
|---|---|---|---|---|---|---|
| 2200 | 2200 | 2200 | Lv LONDON. . . . Ar | 1600 | 1310 | 1750 |
| | 2300 | 2300 | Ar MANCHESTER. . Lv | 1500 | 1210 | |
| | 0001 | 0001 | Lv MANCHESTER. . Ar | 1400 | 1110 | |
| 2340 | | | Ar GLASGOW . . . Lv | | | 1610 |
| 0040 | | | Lv GLASGOW . . . Ar | | | 1510 |
| | 0645 | 0645 | Ar MONTREAL. . . Lv | 2315 | | |
| | 0745 | 0745 | Lv MONTREAL. . . Ar | 2215 | | |
| 0755 | 0930 | 0930 | Ar NEW YORK. . . Lv | 2030 | 2030 | 0100 |

1/ Effective Jan.4; 2/ Eff. Jan. 10; 3/ Eff. Jan. 11;
4/ Jan. 5; 5/ Eff. Dec. 3.

Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

## COMPANIA MEXICANA DE AVIACION, S.A.

| C-47 ⑦ | 410C C-47 ⑦ | C-47 ⑥ | C-54 ④ | C-47 ⑥ | 920C C-82 ④ | | C-54 ⑤ | 921C C-82 ④ | C-47 ⑥ | 411C C-47 ⑦ | C-47 ⑦ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 1300 | 0700 | 0700 | Lv MEXICO, D.F.. Ar | 2310 | 1520 | | | 1825 |
| | | | | 0900 | 0850 | Ar GUADALAJARA . Lv | | 1330 | | | 1625 |
| 1245 | 0700 | 1000 | f | | 0920 | Lv GUADALAJARA . Ar | f | 1300 | 1305 | 1145 | 1555 |
| \| | 0745 | \| | \| | | \| | Ar MASCOTA . . . Lv | \| | \| | f | 1100 | \| |
| f | 0805 | f | \| | | \| | Lv MASCOTA . . . Ar | \| | \| | \| | 1040 | f |
| \| | 0820 | \| | \| | | \| | Ar TALPA . . . . Lv | \| | \| | f | 1025 | \| |
| f | 0840 | f | \| | | \| | Lv TALPA . . . . Ar | \| | \| | \| | 1005 | f |
| \| | \| | \| | \| | | \| | Ar PTO.VALLARTA. Lv | \| | \| | 1200 | 0945 | \| |
| 1350 | 0900 | 1105 | \| | | 1000 | Ar MAZATLAN. . . Lv | \| | 1020 | | | 1450 |
| | | | \| | | 1030 | Lv MAZATLAN. . . Ar | \| | 0930 | | | |
| | | | 1810 | | 1320 | Ar HERMOSILLO. . Lv | 1800 | 0700 | | | |
| | | | 1900 | | 1350 | Lv HERMOSILLO. . Ar | 1715 | 1700 | | | |
| | | | f | | 1455 | Ar MEXICALI. . . Lv | f | 1555 | | | |
| | | | 2215 | | | Ar LOS ANGELES . Lv | 1400 | | | | |

f - Flagstop - Minimum 500 kilos, C-47 equipment; 1,000 kilos, C-54 equipment.

| C-54 ⑦ | C-47 ③⑤ | C-47 ⑥ | | C-47 ③⑤ | C-47 ⑥ | C-54 ① |
|---|---|---|---|---|---|---|
| 1300 | 0700 | 0700 | Lv MEXICO, D.F. .Ar | 1520 | 1515 | 0120 |
| \| | | 1000 | Ar MONTERREY. . .Lv | \| | \| | \| |
| \| | | 1030 | Lv MONTERREY. . .Ar | \| | \| | \| |
| \| | 1040 | \| | Ar NUEVO LAREDO .Lv | 1140 | \| | \| |
| \| | \| | 1125 | Ar REYNOSA. . . .Lv | \| | 1225 | \| |
| 1630 | \| | \| | Ar SAN ANTONIO. .Lv | \| | \| | 2150 |
| 1720 | \| | \| | Lv SAN ANTONIO. .Ar | \| | \| | 2100 |
| 1855 | \| | \| | Ar DALLAS . . . .Lv | \| | \| | 1925 |
| 1945 | \| | \| | Lv DALLAS . . . .Ar | \| | \| | 1835 |
| 0020 | \| | \| | Ar CHICAGO. . . .Lv | \| | \| | 1400 |

| 611C C-82 ④ | 631C C-82 ⑦ | C-54 ③⑥ | | C-54 ③⑥ | 610C C-82 ⑤ | 630C C-82 ① |
|---|---|---|---|---|---|---|
| 0700 | 0700 | 1300 | Lv MEXICO, D.F. .Ar | 2010 | 1455 | 1515 |
| 0835 | 0835 | f | Ar VERACRUZ . . .Lv | \| | \| | 1340 |
| 0905 | 0905 | \| | Lv VERACRUZ . . .Ar | \| | \| | 1310 |
| 1000 | 1000 | \| | Ar MINATITLAN . .Lv | \| | 1230 | \| |
| 1030 | 1030 | f | Lv MINATITLAN . .Ar | \| | 1200 | \| |
| 1115 | 1115 | \| | Ar VILLAHERMOSA .Lv | \| | 1115 | f |
| 1145 | 1145 | f | Lv VILLAHERMOSA .Ar | f | 1045 | \| |
| 1220 | 1220 | \| | Ar C.DEL CARMEN .Lv | \| | 1010 | 1125 |
| 1250 | 1250 | f | Lv C.DEL CARMEN .Ar | f | 0940 | 1055 |
| 1335 | 1335 | \| | Ar CAMPECHE . . .Lv | \| | 0855 | 1010 |
| 1405 | 0700 | f | Lv CAMPECHE . . .Ar | f | 0825 | 0940 |
| \| | 0805 | \| | Ar CHETUMAL . . .Lv | \| | \| | 0835 |
| 1445 | \| | 1610 | Ar MERIDA . . . .Lv | 1710 | 0745 | \| |

f - Flagstop - Minimum 1,000 kilos.

## DELTA AIR LINES (DL)

| 25X ⑥⑦ | 29X ①⑦ | C-46 | 22X ⑥⑦ | 26X ⑥⑦ |
|---|---|---|---|---|
| | 0030 | Lv NEWARK.....Ar | 1143 | |
| | 0115 | Ar PHILADELPHIA.Lv | 1103 | |
| | 0205 | Lv PHILADELPHIA.Ar | 1033 | |
| | 0354 | Ar CHARLOTTE....Lv | \| | |
| | 0434 | Lv CHARLOTTE....Ar | \| | |
| 2315 | \| | Lv CHICAGO.....Ar | \| | 0820 |
| \| | \| | Lv DETROIT.....Ar | \| | \| |
| \| | \| | Ar CINCINNATI...Lv | \| | \| |
| \| | \| | Lv CINCINNATI...Ar | \| | \| |
| 0105 | \| | Ar MEMPHIS.....Lv | \| | 0440 |
| 0145 | \| | Lv MEMPHIS.....Ar | \| | 0400 |
| 0429 | 0602 | Ar ATLANTA.....Lv | 0600 | 0258 |
| 0745 | 0745 | Lv ATLANTA.....Ar | 0432 | 0133 |
| 0945 | \| | Ar ORLANDO.....Lv | \| | 2313 |
| 1034 | \| | Lv ORLANDO.....Ar | \| | 2213 |
| \| | 0913 | Ar NEW ORLEANS..Lv | 0120 | \| |
| \| | 1013 | Lv NEW ORLEANS..Ar | 0020 | \| |
| \| | 1203 | Ar HOUSTON.....Lv | 2241 | \| |
| \| | 1243 | Lv HOUSTON.....Ar | 2201 | \| |
| 1147 | \| | Ar MIAMI.....Lv | \| | 2100 |
| \| | 1408 | Ar DALLAS.....Lv | 2030 | \| |

## EASTERN AIR LINES, INC. (EA)

| 925 #Ex ⑦① | 921 #Ex ⑦① | 923 #Ex ⑥⑦ | L-1049C | 924 #Ex ⑥⑦ | 926 #Ex ⑥⑦ | 922 #Ex ⑥⑦ |
|---|---|---|---|---|---|---|
| | 0230 | 1145 | Lv NEW YORK(IDL) Ar | 0505 | | 0635 |
| 0330 | | | Lv CHICAGO. . . Lv | | 1230 | |
| 0646 | 0556 | | Ar ATLANTA. . . Lv | | 1100 | 0330 |
| 0830 | 0730 | | Lv ATLANTA. . . Ar | | 2152 | 0227 |
| | 0803 | | Ar MOBILE . . . Lv | | | 2359 |
| | 0905 | | Lv MOBILE . . . Ar | | | 2303 |
| | 0948 | | Ar NEW ORLEANS. Lv | | | 2220 |
| | 1045 | | Lv NEW ORLEANS. Ar | | | 2117 |
| | 1213 | | Ar HOUSTON. . . Lv | | | 2000 |
| | | 0630 | Ar SAN JUAN . . Lv | 2350 | | |
| | | 0830 | Lv SAN JUAN . . Ar | 2150 | | |
| 1047 | | 1010 | Ar MIAMI. . . . Lv | 1700 | 1930 | |

## FLYING TIGER LINE (FT)

| 182 ①⑤ | 182 ②③④ | 184 ③④⑤ | 282 #Ex ⑤⑥⑦ | 282 ⑤ | 382 #Ex ⑥⑦ | 382 ⑥ | L-1049H | 181 #Ex ⑥⑦ | 183 ③④⑤ | 281 #Ex ⑤⑥⑦ | 281 ⑤ | 283 #Ex ③⑦ | 381 ① |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | 1930 | | Lv SEATTLE. . . . Ar | | | 1730 | | | 0450 |
| | | | | | 2030 | | Ar PORTLAND . . . Lv | | | | | | |
| | | | | | 2125 | | Lv PORTLAND . . . Ar | | | | | | |
| | | | | | 2350 | | Ar SAN FRANCISCO/ Lv | | | 1400 | | | 0200 |
| | | | 2000 | 2000 | 0100 | 2300 | Lv OAKLAND . . . Ar | | | 0850 | 0850 | 1710 | |
| t1700 | t1700 | t1700 | t1700 | t1700 | | | Lv SAN DIEGO. . . . Ar | t0800 | t0800 | | | t0800 | |
| | | | 2130 | 2130 | | | Ar LOS ANGELES(BUR) Lv | | | | | 1555 | |
| 2300 | 2300 | 0940 | 2230 | 2230 | | | Lv LOS ANGELES. . . Ar | 0630 | 1815 | | | 1130 | |
| | | | | | | 0625 | Ar MINNEAPOLIS. . . Lv | | | | | | |
| | | | | | | 0655 | Lv MINNEAPOLIS. . . Ar | | | | | | |
| 0720 | 0720 | | | | 0930 | 2040 | Ar CHICAGO. . . . . Lv | 0130 | | 0315 | 0315 | | |
| 0820 | 0820 | | | | 1100 | 2240 | Lv CHICAGO. . . . . Ar | 0100 | | 0200 | 0200 | | |
| t1130 | t1130 | | | | t1130 | t1130 | Ar MILWAUKEE. . . . Lv | t2200 | | t2200 | | | |
| t0800 | t0800 | | | | t0800 | t0800 | Ar SOUTH BEND . . . Lv | t1800 | | t1800 | | | |
| t0700 | t0700 | | | | t0700 | t0700 | Ar GRAND RAPIDS . . Lv | t1700 | | t1700 | | | |
| | 1035 | | | | 1310 | 1245 | Ar DETROIT. . . . . Lv | | 1305 | | | 0640 | |
| | | | | | 1410 | 1330 | Lv DETROIT. . . . . Ar | | | | | 0525 | |
| | t0700 | | | | | | Ar TOLEDO . . . . . Lv | | t1900 | | | t1900 | |
| 1050 | | | | | | | Ar CLEVELAND. . . . Lv | | | | | 0440 | |
| 1150 | | | | | | | Lv CLEVELAND. . . . Ar | | | | | 0310 | |
| t2000 | | | | | | | Ar AKRON. . . . . Lv | | | | | t1830 | |
| t2000 | | | | | | | Ar BUFFALO. . . . . Lv | | | | | t1600 | |
| | | | | | 1550 | 1515 | Ar BINGHAMTON . . . Lv | | | | | | |
| | | | | | 1705 | 1625 | Lv BINGHAMTON . . . Ar | | | | | | |
| | | | | | t0800 | t0800 | Ar ALBANY . . . . . Lv | | | | | | |
| | | | | | t0800 | t0800 | Ar ROCHESTER. . . . Lv | | | | | | |
| t1900 | | t0730 | 0930 | t1900 | t0730 | t0730 | Ar NEW YORK (IDL) . Lv | t1900 | | t1900 | t1900 | t1900 | |
| | | | 1130 | | | | Lv NEW YORK (IDL) . Ar | | | | | | |
| 1330 | | 2105 | | 0955 | 1800 | 1720 | Ar NEW YORK (EWR) . Lv | 1030 | | 2330 | 2330 | 0110 | |
| | | | | | | 0300 | Lv NEW YORK (EWR) . Ar | | | | | 2350 | |
| t0200 | | t0200 | t1500 | t1500 | t0200 | t0200 | Ar PHILADELPHIA . . Lv | t1900 | | t1900 | t1900 | t2200 | |
| | | | | | | | HARTFORD/ Lv | | | | | 2300 | |
| | | | | | | | SPRINGFIELD . Ar | | | | | 2145 | |
| | | | 1250 | | | 0530 | Ar BOSTON . . . . . Lv | | | | | 2100 | |
| | | | t0930 | | | | Ar PROVIDENCE . . . Lv | | | | | t1700 | |

Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

## INDIAN AIRLINES (IAC)

| Douglas Freighter | 311 | 313 | 315 | 317 | 319 | 321 | 323 | 331 | 333 | 335 | 337 | 339 | 341 | 343 | 345 | 347 | 349 | 351 | 353 | 355 | 357 | 359 | 361 | 381 | 381 | 391 | 376 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Read Down | ✕ | ✕ | ✕ | ✕ | ✕ | ✕ | ✕ | ✕ | ✕ | ✕ | ✕ | ✕ | ✕ | ✕ | ✕ | ✕ | ✕ | ✕ | ✕ | ✕ | ✕ | ✕ | ✕ | | | ⑤ | |
| CALCUTTA, Dum Dum...Lv | 0400 | 0430 | 0500 | 0910 | 0945 | 1020 | 1400 | 0410 | 0415 | 0430 | 0445 | 0800 | 0815 | 0845 | 0930 | 1000 | 1030 | 1100 | 1200 | 1230 | 1300 | 1315 | 1345 | 0700 | 0350 | 0400 | |
| GAUHATI, Kahikuchi ...Ar | 0605 | 0635 | 0705 | 1115 | 1150 | 1225 | 1605 | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | 0505 | |
| GAUHATI, Kahikuchi...Lv | | | | | | | | | | | | | | | | | | | | | | | | | | 0635 | 0800 |
| AGARTALA, Singerbhil..Ar | | | | | | | | 0530 | 0535 | 0550 | 0650 | 0920 | 0935 | 1005 | 1050 | 1120 | 1150 | 1220 | 1320 | 1350 | 1420 | 1435 | 1505 | | | | 0905 |
| BAGDOGRA .....Ar | | | | | | | | | | | | | | | | | | | | | | | | 0855 | 0545 | | |
| MOHANBARI, Mcpl. ...Ar | | | | | | | | | | | | | | | | | | | | | | | | | | 0825 | |

| RETURN | 318 | 316 | 314 | 312 | 324 | 322 | 320 | 332 | 334 | 336 | 338 | 344 | 340 | 342 | 346 | 350 | 352 | 354 | 348 | 356 | 358 | 360 | 362 | 364 | 366 | 382 | 382 | 392 | 375 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Read Down | ✕ | ✕ | ✕ | ✕ | ✕ | ✕ | ✕ | ✕ | ✕ | ✕ | ✕ | ✕ | ✕ | ✕ | ✕ | ✕ | ✕ | ✕ | ✕ | ✕ | ✕ | ✕ | ✕ | ✕ | ✕ | | | ⑤ | |
| MOHANBARI, Mcpl....Lv | | | | | | | | | | | | | | | | | | | | | | | | | | | | 0855 | |
| BAGDORA .....Lv | | | | | | | | | | | | | | | | | | | | | | | | | | 0615 | 0925 | | |
| AGARTALA, Singerbhil..Lv | | | | | | | | 0550 | 0620 | 0725 | 0755 | 1025 | 1110 | 1120 | 1140 | 1210 | 1240 | 1340 | 1420 | 1555 | 1615 | 1620 | 1700 | 1710 | 1720 | | | 1035 | 0620 |
| GAUHATI, Kahikuchi...Ar | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1105 | 0725 |
| GAUHATI, Kahikuchi..Lv | 1145 | 0735 | 0705 | 0635 | 1630 | 1255 | 1220 | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | | | | |
| CALCUTTA, Dum Dum..Ar | 1350 | 0940 | 0910 | 0840 | 1835 | 1500 | 1425 | 0710 | 0740 | 0845 | 0915 | 1145 | 1230 | 1240 | 1300 | 1330 | 1400 | 1500 | 1540 | 1715 | 1735 | 1740 | 1820 | 1830 | 1840 | 0810 | 1120 | 1310 | |

| Douglas Freighter | 365 | 363 | 325 | 327 | 329 | 373 | 373 | 373 | 393 |
|---|---|---|---|---|---|---|---|---|---|
| Read Down | ✕ | ✕ | ⑦②③⑤ | ①③④⑥ | ①④⑥ | ✕ | ✕ | ⑦③④ | ✕ |
| CALCUTTA.....Lv | 1530 | 1430 | 0800 | 0800 | 1210 | 0845 | 0800 | 0845 | 0800 |
| AGARTALA .....Ar | 1650 | 1550 | | | | | | | |
| KAILASHAHAR .....Ar | | | 0945 | | | | | | |
| KAMALPUR .....Ar | | | | 0935 | | | | | |
| KHOWAI.....Ar | | | | | 1335 | | | | |
| SILCHAR .....Ar | | | | | | 1050 | 1005 | 1050 | |
| SILCHAR .....Lv | | | | | | | | 1110 | |
| IMPHAL.....Ar | | | | | | | | 1150 | |
| RUPSI | | | | | | | | | 0945 |

| RETURN | 394 | 373 | 374 | 374 | 330 | 328 | 326 |
|---|---|---|---|---|---|---|---|
| Read Down | ✕ | ⑦③④ | ✕ | ①②⑤⑥ | ①④⑥ | ①③④⑥ | ⑦②③⑤ |
| RUPSI.....Lv | 1015 | | | | | | |
| IMPHAL .....Lv | | 1210 | | | | | |
| SILCHAR.....Ar | | 1250 | | | | | |
| SILCHAR.....Lv | | 1310 | 1035 | 1120 | | | |
| KHOWAI .....Lv | | | | | 1400 | | |
| KAMALPUR .....Lv | | | | | | 1005 | |
| KAILASHAHAR .....Lv | | | | | | | 1015 |
| AGARTALA .....Lv | | | | | | | |
| CALCUTTA .....Ar | 1200 | 1515 | 1240 | 1325 | 1525 | 1140 | 1200 |

## IRISH INTERNATIONAL AIRLINES (ALT)

| 82Mo #Ex ⑥ | 830 ③ | 842 ④ | 822 ②⑤ | 820 ④⑥ | 870 ⑥ | 1011 ⑦ | 800 ①③④⑤ | 854 ② | 852 ①③④ | 850 ② | C-47 | 801 #Ex ② | 851 ①④ | 861 ② | 863 ③ | 821 ④⑥ | 823 ②⑤ | 841 ② | 843 ④ | 831 ③ | 82Mo #Ex ⑥ |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2020 | 1105 | 1725 | 1225 | 1105 | 1050 | 1050 | 1310 | 1355 | 1200 | 1105 | Lv DUBLIN. . . . . Ar | 1950 | 1645 | 1645 | 1800 | 1540 | 1700 | 2010 | 2210 | 1555 | 2359 |
| | | | | | 1155 | 1155 | | | | | Ar SHANNON . . . . . Lv | | | | | | | | | | |
| | | | | | 1255 | | | | | | Lv SHANNON . . . . . Ar | | | | | | | | | | |
| | | | | | 1535 | | 1520 | | | | Ar LONDON. . . . . Lv | 1735 | | | | | | | | | |
| | | | | | | | | 1530 | 1335 | 1240 | Ar BRISTOL . . . . . Lv | | 1505 | | | | | | | | |
| | | | | | | | | | | | CARDIFF . . . . . Lv | | | 1510 | 1625 | | | | | | |
| 2135 | | 1900 | 1340 | 1220 | | | | | | | Ar MANCHESTER. . . . Lv | | | | | 1420 | 1540 | | | | 2240 |
| | 1230 | | | | | | | | | | Ar BIRMINGHAM. . . . Lv | | | | | | | 1835 | 2035 | 1430 | |
| | | | | | | | | | | | Ar GLASGOW . . . . . Lv | | | | | | | | | | |

## INI & CIA. S.A. (INI)

| 190 ③ | C-54 | 191 ⑦ |
|---|---|---|
| 0800 | Lv BUENOS AIRES . . . Ar | 2200 |
| 1130 | Ar SANTIAGO . . . . . Lv | 1630 |
| 1230 | Lv SANTIAGO . . . . . Ar | 1530 |
| 1945 | Ar LIMA . . . . . Lv | 0615 |
| 2100 | Lv LIMA . . . . . Ar | 0515 |
| 0515 | Ar PANAMA . . . . . Lv | 2100 |
| 0615 | Lv PANAMA . . . . . Ar | 2000 |
| 1215 | Ar MIAMI. . . . . Lv | 1400 |

Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

## KLM ROYAL DUTCH AIRLINES (KL)

| KL27 DC3 ②④⑥ | SR705 DC3 #Ex ①⑦ | KL5 DC3 #Ex ①⑦ | KL41 DC3 #Ex ①⑦ | SN103 DC3 #Ex ①⑦ | KL9 DC3 ① | KL11 DC7F ④ | KL3 DC3 ②⑤ | KL1 DC3 #Ex ①⑦ | KL64 DC7F ⑥ | KL62 * ④⑦ | * Super Constellation | KL2 DC3 #Ex ①⑦ | KL4 DC3 ②⑤ | KL8 DC3 ⑥ | KL14 DC3 #Ex ①⑥⑦ | SN104 DC3 #Ex ①⑦ | KL42 DC3 #Ex ①⑦ | KL6 DC3 #Ex ①⑦ | SR704 DC3 #Ex ①⑦ | KL28 DC3 ③④⑥ |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | 0830 | 0830 | Lv NEW YORK. . Ar | | | | | | | | | |
| | | | | | | | | | | | MONTREAL. . Lv | | | | | | | | | |
| | | | | | | | | | | | MONTREAL. . Ar | | | | | | | | | |
| | | | | | | | | | 0015 | 0245 | Ar GLASGOW . . Lv | | | | | | | | | |
| | | | | | | | | | 0115 | 0345 | Lv GLASGOW . . Ar | | | | | | | | | |
| | | | | | | | | | | 0645 | Ar AMSTERDAM . Lv | | | | | | | | | |
| 1400 | 0345 | 0350 | 1525 | 0345 | 2125 | 1600 | 1530 | 0445 | 0415 | | Lv AMSTERDAM . Ar | 0315 | 2120 | 1035 | 0720 | 0245 | 2135 | 0245 | 0300 | 2125 |
| | | | | 0445 | 2225 | 1625 | 1630 | 0545 | | | Ar LONDON. . . Lv | 0025 | 1830 | 0745 | 0430 | 0140 | 1930 | | | |
| | | 0635 | 1730 | | | | | | | | Ar BRUSSELS. . Lv | | | | | | | 0001 | | |
| | 0615 | | | | | | | | | | Ar PARIS . . . Lv | | | | | | | | 0020 | |
| | 0645 | | | | | | | | | | Ar COPENHAGEN. Lv | | | | | | | | 2350 | |
| | | | | | | | | | | | Ar BASLE . . . Lv | | | | | | | | 2310 | |
| 1650 | 0720 | | | | | | | | | | Lv BASLE . . . Ar | | | | | | | | | |
| | | | | | | | | | | | Ar ZURICH. . . Lv | | | | | | | | | 1825 |

| KL066 DC7F ② | KL068 * ①⑤ | | KL61 * ③④⑥ | KL63 DC7F ⑤ | KL65 DC7F ① | KL67 DC7F ⑦ |
|---|---|---|---|---|---|---|
| 2130 | 1000 | Lv NEW YORK. . Ar | 1550 | 1200 | 0830 | 2350 |
| | | MONTREAL. . Lv | 1405 | 1020 | 0650 | 2205 |
| | | MONTREAL. . Ar | 1235 | 0850 | 0520 | 2035 |
| 1315 | 0415 | Ar GLASGOW . . Lv | 0245 | 0235 | 2305 | 1045 |
| 1415 | 0515 | Lv GLASGOW . . Ar | 0115 | 0105 | 2135 | 0915 |
| 1715 | 0815 | Ar AMSTERDAM . Lv | 0001 | 0001 | 2030 | 0800 |

| KL13 DC3 #Ex ①⑦⑥ | KL11 * ③⑥ | | KL12 DC7F ④ | KL12 * ③⑥ |
|---|---|---|---|---|
| 0130 | 1600 | Lv AMSTERDAM . Ar | 2135 | 2135 |
| 0230 | 1625 | Ar LONDON. . . Lv | 1915 | 1915 |

| KL21 DC3 ⑤ | KL17 DC3 ①④⑦ | KL15 DC3 ②③⑤ | KL9 DC3 ⑥ | | KL22 DC3 ⑥ | KL18 DC3 ①④⑦ | KL16 DC3 ②③④ | KL20 DC3 ⑥ |
|---|---|---|---|---|---|---|---|---|
| 1500 | 1440 | 1500 | 1710 | Lv AMSTERDAM . Ar | 2145 | 2145 | 2145 | 2145 |
| | 1710 | | | Ar NUREMBERG . Lv | | | | |
| | 1750 | | | Lv NUREMBERG . Ar | | | | |
| | 1900 | 1650 | 1900 | Ar FRANKFURT . Lv | | 1945 | | 1945 |
| | | 1730 | | Lv FRANKFURT . Ar | | | | |
| | | 1830 | | Ar STUTTGART . Lv | | | 1910 | |
| | | | | Ar LINZ. . . . Lv | 1700 | | | |
| | | | | Lv LINZ. . . . Ar | 1500 | | | |
| 1910 | | | | Ar VIENNA. . . Lv | 1400 | | | |

### JAPAN AIR LINES

| 633 ⑥ | 631 ③ | DC-4 | 630 ② | 632 ⑤ |
|---|---|---|---|---|
| 1500 | 1500 | Lv SAN FRANCISCO Ar | 0725 | 0725 |
| 2225 | 2225 | Ar HONOLULU. . . Lv | 2040 | 2040 |
| 0030 | 0030 | Lv HONOLULU. . . Ar | 1940 | 1940 |
| 1320 | 1320 | Ar TOKYO . . . . Lv | 2300 | 2300 |

### LINEAS AEREAS COSTARRICENSES (LACSA)

| 615 ②⑤⑥ | C-46 | 616 ①③⑤ |
|---|---|---|
| 0600 | Lv MIAMI . . . . Ar | 1400 |
| 0810 | Ar GRAND CAYMAN. Lv | |
| 0900 | Lv GRAND CAYMAN. Ar | |
| 1130 | Ar SAN JOSE, C.R.Lv | 0700 |

### LANICA AIRLINES (NI)

| 401 ①④⑥ | C-46 | 402 ①④⑥ |
|---|---|---|
| 0600 | Lv MIAMI Ar | 0530 |
| 1015 | Ar MANAGUA Lv | 1130 |

### LINEA AEROPOSTAL VENEZOLANA (LV)

| 262 #Ex ⑦ | 264 ③ | | 265 ③ | 263 #Ex ⑦ |
|---|---|---|---|---|
| 0600 | 0500 | Lv MAIQUETIA. . Ar | 1630 | 1500 |
| | | Ar KINGSTON . . Lv | 1510 | |
| | | Lv MARACAIBO. . Ar | 1445 | |
| 1300 | | Ar MIAMI. . . . Lv | | 0700 |
| | 0900 | Ar PANAMA . . . Lv | 1100 | |

Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

## LUFTHANSA GERMAN AIRLINES

| LH041 #Ex ⑦② | U.S.A.- Europe Super Constellation | LH040 #Ex ⑦① |
|---|---|---|
| 2100 | Lv NEW YORK . . . . Ar | 0950 |
| 1600 | Ar FRANKFURT. . . . Lv | 2355 |

| LH036 #Ex ⑦ | VIKING Denmark Service | LH037 #Ex ① |
|---|---|---|
| 2310 | Lv FRANKFURT . . . Ar | |
| | Ar DUSSELDORF. . . Lv | |
| | Lv DUSSELDORF. . . Ar | 0640 |
| 0030 | Ar HANOVER . . . . Lv | |
| 0100 | Lv HANOVER . . . . Ar | |
| 0250 | Ar COPENHAGEN. . . Lv | 0420 |

| LH030 V ④⑤ | LH032 V #Ex① | BEF28 L ③ | BEF30 York ⑥ | BEF30 DC-3 ②④ ⑤⑦ | BEF26 L ③ | England | BEF29 York ⑥ | BEF29 DC-3 ②④ ⑤⑦ | BEF27 L ③ | BEF25 L ③ | LH031 V ⑤⑥ | LH033 V #Ex① |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2300 | | | 0730 | 0820 | 0835 | Lv Frankfurt. . . Ar | 0600 | 0650 | | 0705 | 0715 | |
| | 0115 | 0535 | | | | Ar DUSSELDORF . . Lv | 0500 | 0535 | | | | 0710 |
| 0045 | 0225 | 0705 | 0910 | 1045 | 1055 | Lv DUSSELDORF . . Ar | 0330 | 0405 | 0405 | | | 0400 |
| | | | | | | Ar LONDON . . . . Lv | 0030 | 0030 | 0030 | 0305 | 0330 | |
| | V - Viking | | | L - Leopard | | | | V - Viking | | | L - Leopard | |

| LH029 #Ev ① | LH024 #Ex ⑦ | LH026 #Ex ⑦ | LH020 #Ex ⑦ | LH022 #Ex ⑦ | VIKING Intra-German Service | LH027 #Ex ⑦ | LH024 #Ex ⑦ | LH028 #Ex ① | LH021 #Ex ① |
|---|---|---|---|---|---|---|---|---|---|
| | | | 1805 | | Lv HAMBURG . . . . Ar | | | | 0130 |
| | | | 1850 | | Ar BREMEN. . . . . Lv | | | | |
| | | | 1925 | | Lv BREMEN. . . . . Ar | | | | |
| | | | 2000 | | Ar HANOVER . . . . Lv | | | | |
| | | | 2040 | | Lv HANOVER . . . . Ar | | | | |
| 0750 | | | | 1915 | Lv DUSSELDORF. . . Ar | | | 0035 | |
| | | | | 1945 | Ar COLOGNE/BONN. . Lv | | | | |
| | | | | 2030 | Lv COLOGNE/BONN. . Ar | | | | |
| 0850 | | | 2200 | 2130 | Ar FRANKFURT . . . Lv | | | 2330 | 2340 |
| | 1705 | 1820 | | | Lv FRANKFURT . . . Ar | 2100 | 2135 | | |
| | | 1915 | | | Ar STUTTGART . . . Lv | 2005 | | | |
| | | | | | Ar NUREMBERG . . . Lv | | 2045 | | |
| | 1830 | | | | Lv NUREMBERG . . . Ar | | 2000 | | |
| | | | | | Ar MUNICH. . . . . Lv | | 1915 | | |

## MARITIME CENTRAL AIRWAYS (MAR)

| 514 ①④ | 525 ②④ ⑤ | DC-3 C-46 DC-4 | 515 ①④ |
|---|---|---|---|
| 1100 | 1000 | Lv MONCTON. . . Ar | 1520 |
| | 1330 | Ar GOOSE BAY. . Lv | |
| 1130 | | Ar CHARLOTTETOWN Lv | 1450 |
| 1200 | | Lv CHARLOTTETOWN Ar | 1420 |
| 1240 | | Ar HOUSE HARBOR Lv | 1340 |

## MACROBERTSON MILLER AIRLINES (MMA)

| 780 ALT ④ | 782 ALT ④ | 784 ALT ⑥ | DC-3 Read Down | Read Up | 785 ⑥ |
|---|---|---|---|---|---|
| 0500 | 0500 | 0500 | Lv PERTH | Ar | 2345 |
| 0645 | 0645 | | Ar GERALDTON | Lv | |
| 0705 | 0705 | | Lv GERALDTON | Ar | |
| 0900 | 0900 | | Ar CARNARVON | Lv | |
| 0920 | 0920 | | Lv CARNARVON | Ar | |
| | | | MORAWA | Lv | |
| | | | YALGOO | Lv | |
| | | | YALGOO | Ar | |
| | | 0715 | Ar MT. MAGNET | Lv | |
| | | 0735 | Lv MT. MAGNET | Ar | |
| | | | WILUNA | Lv | |
| | | 0825 | Ar MEEKATHARRA | Lv | |
| | | 0845 | Lv MEEKATHARRA | Ar | |
| | | 1050 | Ar WITTENOON | Lv | |
| | | 1120 | Lv WITTENOON | Ar | |
| 1125 | 1125 | | Ar ONSLOW | Lv | |
| 1200 | | | Lv ONSLOW | Ar | |
| 1300 | 1250 | | Ar ROEBOURNE | Lv | |
| 1350 | 1340 | 1220 | Ar PT. HEDLAND | Lv | |
| 1420 | 1410 | 1240 | Lv PT. HEDLAND | Ar | |
| 1450 | 1450 | | Lv DE GREY | Lv | |
| 1500 | 1450 | | Lv PARDOO | Lv | |
| 1550 | 1540 | | Lv WALLAL | -- | |
| 1610 | 1600 | | Lv MANDORA | -- | |
| | | 1415 | Lv ANNA PLAINS | -- | |
| 1720 | 1710 | 1510 | Lv BROOME | -- | |
| 1815 | 1805 | 1605 | Ar DERBY | Lv | 0700 |

## MALAYAN AIRWAYS (MAL)

| 122 # | 106 # | DC-3 |
|---|---|---|
| 0425 | 0455 | Lv SINGAPORE |
| 0555 | | Ar KUALA LUMPUR |
| | 0700 | Ar IPOH |
| | 0730 | Lv IPOH |
| | 0810 | Ar PENANG |

## MIDDLE EAST AIRLINES (MEA)

| 720 ③ | 616 ③ | 618 ⑤ | 770 ⑥ | 774 ⑦ | DC-4 Read Down | Read Up | 771 ⑥ | 775 ⑦ | 615 ① | 721 ③ | 617 ③ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0400 | 0400 | | | Lv LONDON | Ar | | | 0945 | | 0945 |
| | 0920 | 0920 | | | Ar ROME | Lv | | | 0400 | | 0400 |
| | 1020 | 1020 | | | Lv ROME | Ar | | | 0300 | | 0300 |
| | 1510 | 1510 | | | Ar ATHENS | Lv | | | ② | | ④ |
| | 1610 | 1610 | | | Lv ATHENS | Ar | | | | | |
| | 2000 | 2000 | | | Ar BEIRUT | Lv | | | 2100 | | 2100 |
| 0200 | | | 0200 | 0001 | Lv BEIRUT | Ar | 1145 | 1530 | | 1330 | |
| | | | | | Ar BAGHDAD | Lv | | | | 1130 | |
| | | | | | BAGHDAD | Ar | | | | 1030 | |
| 0715 | | | 0715 | | Ar KUWAIT | Lv | 0830 | | | 0830 | |
| | | | | 0830 | Ar DHAHRAN | Lv | | | | | |
| | | | | 0930 | Lv DHAHRAN | Ar | | | | | |
| | | | | 0915 | Ar DOHA | Lv | | | | | |
| | | | | 1015 | Lv DOHA | Ar | | | | | |
| | | | | 1100 | Ar BAHRAIN | Lv | | 1200 | | | |

## NATIONAL AIRLINES, INC.

| 99 #Ex ⑦① | L-1049-H | 98 ③ | 98 #Ex ⑦③ |
|---|---|---|---|
| 0340 | Lv NEW YORK. . . Ar | 0114 | 0114 |
| | PHILADELPHIA. Lv | 0030 | 0030 |
| | PHILADELPHIA. Ar | 2345 | 2345 |
| | ORLANDO . . . Lv | 2040 | 2040 |
| | ORLANDO . . . Ar | 1955 | 1955 |
| | FORT MYERS. . Lv | 1910 | |
| | FORT MYERS. . Ar | 1825 | |
| 0810 | Ar MIAMI . . . . Lv | 1745 | 1900 |

Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

## NORTHWEST AIRLINES (NW)

| 528 # | 529 # | DC-6A | | | 528 # | 528 # |
|---|---|---|---|---|---|---|
| | 0430 | Lv | NEW YORK(IDL) | Ar | | 0138 |
| | 0705 | Ar | DETROIT. . . | Lv | | 2320 |
| | 0800 | Lv | DETROIT. . . | Ar | | 2225 |
| | | Ar | CHICAGO. . . | Lv | 0855 | |
| 0855 | | Lv | CHICAGO. . . | Ar | 0655 | |
| | 0822 | Ar | MILWAUKEE. . | Lv | | 2010 |
| | 0930 | Lv | MILWAUKEE. . | Ar | | 1925 |
| 1045 | 1105 | Ar | MINNEAPOLIS. | Lv | | 1800 |
| 1330 | 1330 | Lv | MINNEAPOLIS. | Ar | | 1045 |
| | | Ar | PORTLAND . . | Lv | 2245 | |
| | | Lv | PORTLAND . . | Ar | 2200 | |
| 1720 | 1720 | Ar | SEATTLE. . . | Lv | 2100 | |

| 583 #Ex ⑥ | 581 ⑤ | DC-6B | | | 582 # |
|---|---|---|---|---|---|
| 0915 | 2330 | Lv | SEATTLE. . . | Ar | 2145 |
| 1315 | 0320 | Ar | ANCHORAGE. . | Lv | 1415 |

## OLYMPIC AIRWAYS

| ⑦ | York Freighter | | | ① |
|---|---|---|---|---|
| 0430 | Lv | LONDON. . . . | Ar | 1315 |
| 1555 | Ar | ATHENS. . . . | Lv | 0500 |

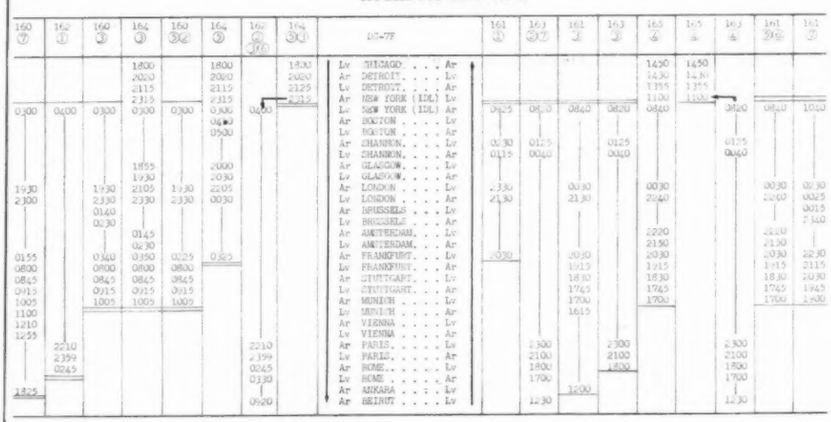
## PACIFIC NORTHERN AIRLINES (PN)

| 3 | 3 | 5 | 1B | 1A | 1 | Lockheed Constellation Speedpak | 2 | 2A | 2B | 4 | 4 | 6 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ②③④⑤⑥⑦ | ①②③④⑤ | ✕ | ②④⑤ | ①⑤ | ③⑦ | Read Down — Read Up | ①②④⑥ | ⑤ | ③⑦ | ✕ | ①②③④⑤ | ②③④⑤⑥⑦ |
| | 2340 | | | | | Lv PORTLAND — Ar | | | | | 2250 | |
| | 0030 | | | | | Ar SEATTLE - TAKOMA — Lv | | | | | 2200 | |
| 0120 | | 0830 | 0730 | 0730 | 0730 | Lv SEATTLE - TAKOMA — Ar | 1715 | 1715 | 1715 | 2125 | | 0500 |
| | | | 1010 | 1010 | 1010 | Ar KETCHIKAN (Annette Is.) — Lv | 1445 | 1445 | 1445 | | | |
| | | | 1155 | 1155 | 1155 | Ar JUNEAU — Lv | 1300 | 1300 | 1300 | | | |
| | | | 1300 | ↓ | | Ar YAKUTAT — Lv | ↑ | F ↑ | 1000 | | | ①②③④⑤⑥ |
| | | | 1330 | 1240 | | Ar CORDOVA — Lv | 0820 | 0820 | ↑ | | | |
| 0500 | | 1210 | 1450 | 1400 | 1320 | Ar ANCHORAGE — Lv | 0700 | 0700 | 0700 | 1400 | | 2135 |

Cargo must be received two hours prior to scheduled departure time for routing on Speedpak equipment.

## PAN AMERICAN WORLD AIRWAYS (PAA)

ATLANTIC SERVICES


DC-7F
Lv CHICAGO . . . Ar
Ar DETROIT . . . Lv
Lv DETROIT . . . Ar
Ar NEW YORK (IDL) Lv
Lv NEW YORK (IDL) Ar
Ar BOSTON . . . . Lv
Lv BOSTON . . . . Ar
Ar SHANNON . . . Lv
Lv SHANNON . . . Ar
Ar GLASGOW . . . Lv
Lv GLASGOW . . . Ar
Ar LONDON . . . . Lv
Lv LONDON . . . . Ar
Ar BRUSSELS . . . Lv
Lv BRUSSELS . . . Ar
Ar AMSTERDAM. . . Lv
Lv AMSTERDAM. . . Ar
Ar FRANKFURT. . . Lv
Lv FRANKFURT. . . Ar
Ar STUTTGART. . . Lv
Lv STUTTGART. . . Ar
Ar MUNICH . . . . Lv
Lv MUNICH . . . . Ar
Ar VIENNA . . . . Lv
Lv VIENNA . . . . Ar
Ar PARIS. . . . . Lv
Lv PARIS. . . . . Ar
Ar ROME. . . . . Lv
Lv ROME . . . . . Ar
Ar ANKARA . . . . Lv
Ar BEIRUT . . . . Lv

ADDITIONAL ALL-CARGO SERVICE

When required for reserved cargo of sufficient size, the above transatlantic all-cargo services will call at one additional city on the following schedule:

| EASTBOUND | | | Minimum Trans-atlantic Load | WESTBOUND | | | Minimum Trans-atlantic Load |
|---|---|---|---|---|---|---|---|
| Baltimore/ Washington | Lv | Th Sa | 2230 1500 kg | Amsterdam | Lv | Su 2220 | 400 kg |
| Philadelphia | Lv | Th Sa | 2230 1000 kg | Frestwick | Lv | We Fr 0350 | 500 kg |
| Boston | Lv | Tu We Th | 0500 400 kg | Shannon | Lv | We 0400 | 400 kg |
| Gander | Ar | We Fr | 0840 * | Gander | Lv | Mo 0815 | |
| Brussels | Ar | We Th Fr Su | 0040 400 kg | Gander | Lv | We Th Fr 0745 | * |
| Amsterdam | Ar | We Th | 0050 400 kg | Gander | Lv | Sa 1115 | |
| Dusseldorf | Ar | Mo We Fr | 0100 400 kg | Gander | Lv | Su 0945 | |
| Dusseldorf | Ar | Sa Su | 0200 400 kg | Boston | Ar | Mo 0930 | 400 kg |
| | | | | Boston | Ar | We Th Fr 0910 | 400 kg |
| | | | | Boston | Ar | Sa 1225 | 400 kg |
| | | | | Boston | Ar | Su 1110 | 400 kg |

*1000 kg minimum load to/from Gander.

## PAN AMERICAN GRACE AIRWAYS (PANAGRA)

| 393 ⑦ | DC-7 | | | 392 ⑥ |
|---|---|---|---|---|
| 2359 | Lv | MIAMI. . . . | Ar | 1805 |
| 0405 | Ar | PANAMA . . . | Lv | 1400 |
| 0630 | Lv | PANAMA . . . | Ar | 1210 |
| f | Ar | CALI . . . . | Lv | f |
| f | Ar | QUITO. . . . | Lv | f |
| f | Ar | GUAYAQUIL. . | Lv | f |
| f | Ar | TALARA . . . | Lv | f |
| 1140 | Ar | LIMA . . . . | Lv | 0700 |
| 0600 | Lv | LIMA . . . . | Ar | 1820 |
| f | Ar | ARICA. . . . | Lv | |
| f | Ar | ANTOFAGASTA. | Lv | |
| f | Ar | LA PAZ . . . | Lv | f |
| f | Ar | COCHABAMBA . | Lv | f |
| 1210 | Ar | SANTIAGO . . | Lv | 1400 |

## PAA-U.S.A.-PACIFIC

| 879 ③ ⑦⑤ | 879 #Ex ⑦ | DC-7F | | | 878 ⑤ | 878 #Ex ②⑤ |
|---|---|---|---|---|---|---|
| | 2300 | Lv | SAN FRANCISCO. | Ar | 0925 | 0615 |
| | | Ar | LOS ANGELES. . | Lv | 0745 | |
| | | Lv | LOS ANGELES. . | Ar | 0645 | |
| | 0530 | Ar | HONOLULU . . . | Lv | 1945 | 1945 |
| 0900 | | Lv | HONOLULU . . . | Ar | 1820 | 1820 |
| 2025 | | Ar | TOKYO. . . . . | Lv | 0100 | 0100 |

## PAA

## U.S.A.—LATIN AMERICA

| 323 #Ex ①② | 303 ⑥ | 353 #Ex ④⑤ | 301 ③⑤ ④⑥ | 339 #Ex ⑤ | C-54 | 302 #Ex ⑥⑦ | 304 ② | 340 ⑥ | 342 ③④ ⑤⑥ | 324 ① | 354 #Ex ③④ ⑤ | 322 ③ ⑤⑥ | 344 ⑥ |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Lv NEW YORK. . . . .Ar | 0550 | | | | | | | |
| 0330 | 1100 | 0530 | 2345 | 2300 | Lv MIAMI . . . . . .Ar | | 1445 | 0220 | 1850 | 1200 | 1305 | 1700 | 0120 |
| | | 0835 | | | Ar KINGSTON. . . . .Lv | | | | | | 1000 | f | |
| 0930 | | | 0830 | | Ar PORT AU PRINCE. .Lv | | | | | | | f | |
| | | | | | Ar SAN JUAN. . . . .Lv | 2300 ① | | | | | | 1115 | |
| 1115 | | | 0945 | | Lv SAN JUAN. . . . .Ar | 2130 | | | | | | | |
| | 1820 | | 1200 | 0610 | Ar CARACAS . . . . .Lv | 1830 | f | 2030 | 1300 | | | | 1930 |
| | 1900 | | | | Lv CARACAS . . . . .Ar | | f | | | | | | |
| 1530 | | | | | Ar PORT OF SPAIN . .Lv | | f | | | 0600 | | | |
| | | | | | Ar GEORGETOWN. . . .Lv | | f | | | | | | |
| | | | | | Ar PARAMARIBO. . . .Lv | | f | | | | | | |
| | | | | | Ar CAYENNE . . . . .Lv | | f | | | | | | |
| | 0440 | | | | Ar BELEM . . . . . .Lv | | 0300 | | | | | | |
| | 0530 | | | | Lv BELEM . . . . . .Ar | | 0205 | | | | | | |
| | 1245 | | | | Ar RIO DE JANEIRO. .Lv | | 1845 | | | | | | |
| | 1345 | | | | Lv RIO DE JANEIRO. .Ar | | 1715 | | | | | | |
| | f | | | | Ar SAO PAULO . . . .Lv | | f | | | | | | |
| | f | | | | Ar MONTEVIDEO. . . .Lv | | f | | | | | | |
| | 2020 | | | | Ar BUENOS AIRES. . .Lv | | 1115 | | | | | | |

## (PAA)

| 385 DC-7F ⑥ | 371 ③⑦ | 363 ④ | 365 DC-7F ⑥ | 355 ①④ ⑤ | 393 DC-6A ⑦ | 383 ④ | 361 ②⑥ | 375 ⑥ | | 374 ⑦⑤ | 374 ④ | 372 ② | 384 ③ | 362 ④ | 362 ⑤ | 362 DC-7F ⑦ | 352 ⑦① ② | 364 ④ | 392 DC-6A ⑥ | 386 DC-7F ⑥ | 312 ③ | 372 ⑥ |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2230 | | | | | | | | | Lv SAN FRANCISCO Ar | | | | | | | | | | | 1805 | | |
| 0001 | | | | | | | | | Ar LOS ANGELES. .Lv | | | | | | | | | | | 1530 | | |
| 0200 | | | | | | | | | Lv LOS ANGELES. .Ar | | | | | | | | | | | 1400 | | |
| | 0730 | | | | | | | | Lv NEW ORLEANS. .Ar | | | 1705 | | | | | | | | | | 1715 |
| 0855 | 0910 | | | | | | | | Ar HOUSTON. . . .Lv | | | | | | | | | | | | | |
| 1000 | 1030 | | | | | 0715 | | | Lv HOUSTON. . . .Ar | | | | 1435 | | | | | | | | | |
| | | 0530 | 0500 | 2230 | 2359 | | 0315 | | Lv MIAMI. . . . .Ar | | | | | 1845 | 1900 | 2015 | 0035 | 1745 | 1805 | | 1515 | |
| | | 0645 | | | | | | | Ar HAVANA . . . .Lv | | | | | | | | | | | | 1400 | |
| | | 0815 | | | | 1100 | | | Lv HAVANA . . . .Ar | | | | | | | | | | | | | |
| | | | | | | 1200 | | | Ar MEXICO . . . .Lv | | | | 1115 | | | | | | | | | |
| | | | | | | 1520 | | | Lv MEXICO . . . .Ar | | | | 1015 | | | | | | | | | |
| 1410 | 1600 | | 0715 | | | | 0715 | | Ar GUATEMALA. . .Lv | | | | 0700 | | 1300 | 1600 | | | | 0815 | | 1230 |
| 1700 | ① 0815 | | | | | 1620 | 0815 | | Lv GUATEMALA. . .Ar | 0920 | | | 0920 | | | | | | | | | |
| | | 1230 | | | | | 0900 | | Ar SAN SALVADOR .Lv | f | | 1200 | f | 1400 | | | | 1200 | | | | |
| | | | | | | | | 1000 | Lv SAN SALVADOR .Ar | f | 1100 | | f | | | | | | | | | |
| | | | | | | | | | Ar TEGUCIGALPA. .Lv | f | f | | f | | | | | | | | | |
| | | | | | | | | | Lv TEGUCIGALPA. .Ar | f | f | | f | | | | | | | | | |
| | | | | | | | | | Ar MANAGUA. . . .Lv | f | f | | f | | | | | | | | | |
| | | | | | | | | | Lv MANAGUA. . . .Ar | f | f | | f | | | | | | | | | |
| | | | | | | | | | Ar SAN JOSE . . .Lv | f | f | | f | | | | 1900 | | | | | |
| | | | | | | | | | Lv SAN JOSE . . .Ar | f | f | | f | | | 393 | | | | | | |
| 2215 | 1530 | | | 0405 | 0405 | 2130 | | 1530 | Ar PANAMA CITY. .Lv | 0600 | 0800 | | 0600 | | | 1500 | | | 1400 | | | |
| 1100 | | | | | PG393 | 1100 | | | | | | | | | | 1145 | | | PG392 | | | |
| 1700 | | | | | 0630 | 1700 | | | Lv PANAMA CITY. .Ar | | | | | | | | | | 1210 | | | |
| | | | | | 1140 | | | | Ar CARACAS. . . .Lv | | | | | | | | | | 0700 | | | |
| | | | | | | | | | Ar LIMA . . . . .Lv | | | | | | | | | | | | | |

## QANTAS EMPIRE (EM) BRITISH OVERSEAS AIRWAYS (BA) AIR INDIA (AI)

| BA 776 C ② | BA/EM 778 SC ⑥ | BA 978 C ③ | BA/EM 980 SC ④ | AI 164 SC ④ | C - 749 Constellation SC - Super Constellation | AI 163 SC ① | BA/EM 981 SC ⑥ | BA 979 C ⑥ | BA/EM 779 SC ② | BA 777 C ② |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Lv LONDON. . . Lv | | | | | |
| 1400 | 1900 | 0500 | 0200 | 2100 | Ar DUSSELDORF. Lv | 1115 | 1920 | 2220 | 2300 | 2125 |
| | | 0735 | | ③ | Ar FRANKFURT . Lv | | | 2135 | | |
| 1700 | 2215 | | 0515 | 0005 | Ar ROME. . . . Lv | 0615 | 1750 | | 2130 | 2015 |
| | ⑦ | | | 0345 | Ar ZURICH. . . Lv | ② | 1510 | 1845 | 1920 | 1745 |
| 1930 | 0100 | 1030 | 0800 | | Ar BEIRUT. . . Lv | 0230 | | 1015 | | 0915 |
| ⑥ 0530 | | 2040 | | 1105 | Ar DAMASCUS. . Lv | | 0650 ⑥② | ⑦ | 1130 | ③ |
| | 1100 | ④ | 1810 | | Ar BAHRAIN . . Lv | | 0340 | 0605 | ⑤ | 0505 |
| 1320 | | 0430 | 0510 ② | | Ar KARACHI . . Lv | | | | 0400 | |
| | 2300 | | | ⑤ | Ar BOMBAY. . . Lv | | | | | |
| | | | | 0050 | Ar DELHI . . . Lv | 1730 ① | 2110 | 2230 | 2330 | 2130 |
| 2335 | ① | 1445 | | ⑥ | Ar CALCUTTA. . Lv | 1100 | 1515 | | 1720 | |
| | 0620 | | 1625 | 1600 | Ar RANGOON . . Lv | | | 1500 | | |
| ⑦ | | 2320 | | | Ar BANGKOK . . Lv | | ① | ⑥ | 1340 | 1320 |
| 0950 | 1300 | ⑤ | 2328 ⑥ | | Ar HONG KONG . Lv | | 0830 | 0900 | | |
| | | 0815 | 0700 | | Ar MANILA. . . Lv | | | | ④ | ② |
| 1540 | 1845 | | 1235 | | Ar SINGAPORE . Lv | | | | 0930 | 0830 |
| | 2345 | | | | Ar DJKARTA . . Lv | | ⑦ | | 1135 ① | |
| | 0940 ② | | 2340 | | Ar DARWIN. . . Lv | | 0230 | | 0550 ① | |
| | 1920 | | 1045 ⑦ | | Ar SYDNEY. . . Lv | | 1805 ⑥ | | 2100 ② | |

Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

## RIDDLE AIRLINES (RD)

| 201 ✈Ex ⑦ | 205 ✈ | 207 ✈Ex ⑤⑦ | 203 ✈Ex ⑤⑦ | 431 ✈Ex ⑦① | 403 ✈Ex ⑤ | 405 ✈Ex ⑤⑦ | 451 ✈Ex ⑤⑦ | 453 ✈Ex ⑦① | 301 ✈ | C-46 | 202 ✈Ex ⑦ | 204 ✈ | 208 ✈Ex ⑥⑦ | 342 ✈Ex ⑤⑦ | 404 ✈Ex ⑥ | 406 ✈Ex ⑤⑦ | 452 ✈Ex ⑦① | 454 ✈Ex ⑦① | 322 ✈Ex ⑥⑦ | 302 ⑥ ⑦ |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2350 | 0010 | 2300 | | | | | | | | Lv BOSTON. . . . . Ar | | | 0840, | | | | | | | |
| | | 0010 | | | | | | | | Ar NEW YORK (IDL). Lv | | | 0730* | | | | | | | |
| | | 0115 | 0100 | | | | | | | Lv NEW YORK (IDL). Ar | 2025 | 0535 | 0520 | | | | | | | |
| | | | 0140 | | | | | | | Lv NEWARK (EWR). . Ar | | | | | | | | | | |
| | | 0210 | 0255 | | | | | | | Ar PHILADELPHIA. . Lv | | 0445 | 0430 | | | | | | 2240 | |
| | | 0315 | | 0030 | 2300 | 1300 | | | | Lv PHILADELPHIA. . Ar | | 0330 | 0343 | 0700 | 0630 | 0430 | | | 2230 | |
| | | | | | 0050ϕ | | 2330 | 0230 | | Lv CHICAGO (MDW) . Ar | | | | | 0630 | | | | 2058 | |
| | | | | | 0200ϕ | | 0015 | | | Ar INDIANAPOLIS. . Lv | | | | | 0530ϕ | | | | | |
| | | | | | | | 0130 | | | Lv INDIANAPOLIS. . Ar | | | | | | | 0800 | 0600 | | |
| | | | | | 0425 | 1715 | 0437 | 0543 | | Lv DETROIT . . . . Ar | | | | | | | 0715 | | | |
| | | | | | 0600 | 1815 | | | | Ar CLEVELAND . . . Lv | | | | | | | 0627 | | | |
| | | | | | 0815 | 2030 | | | | Lv CLEVELAND . . . Ar | | | | | 0300 | 0215 | 0315 | 0240 | | |
| | | 0810 | | | 0915 | | | | | Ar ATLANTA . . . . Lv | | | | | 0200 | 0115 | | | | |
| | | 0945 | | | | | | | | Lv ATLANTA . . . . Ar | | | | | | 2300 | | | 1615 | |
| | | 1020 | | | 1015 | | | | | Ar ORLANDO . . . . Lv | | | 2300 | | | | | | 1515 | |
| | 0540 | | | | 1045ϕ | | | | | Lv ORLANDO . . . . Ar | | | 2105 | | | | | | | |
| | 0610 | | | | | | | | | Ar TAMPA . . . . . Lv | | | 2030 | | | | | | | |
| | | | | | | | | | | Ar WEST PALM BEACH Lv | | | | | | | | | | |
| 0530 | | | 0755 | 0730 | 1118 | | | | 2200 | Lv WEST PALM BEACH Ar | | | | | | | | | | |
| | | | 1030 | 1030ϕ | | | | | 0425 | Ar MIAMI . . . . . Lv | 1500 | 2230 | | 0145 | 2245 | | | | 1400 | 1425 |
| | | | 1655 | 1655ϕ | | | | | | Lv MIAMI . . . . . Ar | | | | 0345 | | | | | 1145 | 0830 |
| | | | | | | | | | | Ar SAN JUAN. . . . Lv | | | | 1930ϕ | | | | | 0400 | |

ϕ IND & PBI Sunday Demand Service
ϕ MIA & SJU Saturday Demand Service

ϕ IND Sunday Demand Service
ϕ MIA SJU Monday Demand Service
* Does not operate IDL/BOS Saturday or Sunday

## RUTAS AEREAS NACIONALES (RANSA)

| ③ | | | ① | | ④ | ② | ⑤ | ⑦ | C-46; C-47 | ② | ⑤ | ⑦ | ① | | ④ | ③ | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2000 | 0145 | 0005 | 2200 | 0145 | 0005 | 0430 | 0145 | 0005 | Lv MIAMI, International.....Ar | 1415 | 1800 | 2045 | 1900 | 1800 | 1400 | 0415 | 1800 | 1415 |
| | | | | | | | | | BARCELONA, Muntadas.....Lv | | | | 1200 | | | | | |
| | | | | | | | | | BARCELONA, Muntadas.....Ar | | | | 1100 | | | | | |
| 2300 | 0445 | 0305 | 0100 | 0445 | 0350 | 0730 | 0445 | 0305 | Ar KINGSTON, Palisadoes..... | | | | | | | | | |
| 2345 | 0530 | 0350 | 0145 | 0530 | 0350 | 0815 | 0530 | 0350 | Lv KINGSTON, Palisadoes..... | | | | | | | | | |
| F | F | F | | F | F | F | F | F | ARUBA..... | | | | | | 0800 | | | |
| | | | 0545 | | | | | | Ar MARACAIBO, Gr. De Oro.....Lv | | | | | | | | | |
| | | | | | | | | | MARACAIBO, Gr. De Oro I..... | | | | | | | | | |
| 0445 | 1000 | 0820 | | 1000 | 0820 | 1245 | 1000 | 0820 | Ar CARACAS, Maiquetia.....Lv | 1000 | 1145 | 1430 | 1000 | 1145 | | 1000 | 1145 | 0800 |

## SABENA BELGIAN AIRLINES (SAB)

| SN252 ③ | SN254 ⑥ | DC-7C | SN251 ③ | SN253 ⑥ |
|---|---|---|---|---|
| 2300 | 2300 | Lv New York Ar | 1150 | 1150 |
| 1455 | 1455 | Ar MANCHESTER Lv | 0350 | 0350 |
| 1610 | 1610 | Lv MANCHESTER Ar | 0220 | 0220 |
| 1855 | 1855 | Ar BRUSSELS Lv | 0130 | 0130 |

| BEF37 ②⑤⑦ V | SN205 ②③④ ⑤ | V - Viscount<br>DC-3<br>C-47 | SN206 ③④⑤ ⑥ | BEF36 ②⑤⑦ V |
|---|---|---|---|---|
| 0640 | 2230 | Lv BRUSSELS Ar | 0420 | 0410 |
| 0650 | 2330 | Ar LONDON Lv | 0130 | 0205 |

| SN101 # Ex ⑦ | DC-3<br>C-47 | SN102 # Ex ⑦ |
|---|---|---|
| 2040 | Lv BRUSSELS Ar | 0045 |
| 2210 | Ar PARIS Lv | 2320 |

| SN247 ②④ | SN249 ⑦ | DC-3/C-47 | SN248 ②④ | SN250 ⑦ |
|---|---|---|---|---|
| 1020 | 0735 | Lv BRUSSELS Ar | 2330 | 2045 |
| 1545 | 1300 | Ar MILAN Lv | 1745 | 1500 |

| SN103 # Ex ⑦ ① | KL005 # Ex ⑦ ① | | KL006 # Ex ⑥⑦ | SN104 # Ex ⑦① |
|---|---|---|---|---|
| 0140 | | Lv BRUSSELS Ar | | 0445 |
| 0245 | | Ar AMSTERDAM Lv | | 0345 |
| | 0350 | Lv AMSTERDAM Ar | 0255 | |
| | 0635 | Ar COPENHAGEN Lv | 2400 | |

| SN213 ② | SN217 ②③④⑤ | SN215 ⑤ | SN211 ⑥ | DC-3/C-47 | SN214 ② | SN218 ②③④⑤ | SN216 ⑤ | SN212 ⑥ |
|---|---|---|---|---|---|---|---|---|
| 0640 | 1340 | 1325 | 1340 | Lv BRUSSELS Ar | 1925 | 2045 | 2050 | 2050 |
| | | | | Ar COLOGNE Lv | | 1930 | | |
| | | | | Lv COLOGNE Ar | | 1845 | | |
| | | | | Ar DUSSELDORF Lv | 1820 | | 1945 | 1945 |
| | | | | Lv DUSSELDORF Ar | 1750 | | 1915 | 1910 |
| 0900 | | | | Ar NUREMBERG Lv | 1550 | | | |
| 0930 | | | | Lv NUREMBERG Ar | 1520 | | | |
| | 1555 | 1545 | 1555 | Ar STUTTGART Lv | | 1710 | | 1710 |
| 1200 | | | | Ar VIENNA Lv | 1300 | | | |

## SAM AIRLINES

| 999A #Ex ①⑦ | 999 ④⑥ | 888 ④⑥ | C-46 | | | 998A | 887 # | 998 ①④ |
|---|---|---|---|---|---|---|---|---|
| 0330 | 0300 | | Lv | MIAMI | Ar | 0430 | | 2000 |
| 0900 | 0800 | | Ar | SAN ANDRES | Lv | 1000 | | |
| | 0900 | | Lv | SAN ANDRES | Ar | | | |
| | 1115 | | Ar | CARTAGENA | Lv | | | |
| | 1200 | 1145 | Lv | CARTAGENA | Ar | | 1445 | |
| | ↓ | 1215 | Ar | BARRANQUILLA | Lv | | 1515 | 1400 |
| | | 801 | Lv | BARRANQUILLA | Ar | | 1315 | 1300 |
| | 1350 | ③ | Ar | MEDELLIN | Lv | | 1130 | |
| | 1450 | 0600 | Lv | MEDELLIN | Ar | | 1030 | |
| | 1550 | 0700 | Ar | BOGOTA | Lv | | 0930 | 1100 |
| | 1645 | 0800 | Lv | BOGOTA | Ar | | 0830 | 1000 |
| | 1800 | ↓ | Ar | CALI | Lv | | 0715 | ↓ |
| | | 1200 | Ar | LETICIA | Lv | | | 0600 |

## SCANDINAVIAN AIRLINES (SAS)

| 006 ① ②③ ④⑤ | DC-3 Read Down | Read Up | 005 ② ③④ ⑤⑥ |
|---|---|---|---|
| 2350 | Lv COPENHAGEN, Kastrup | Ar | 0625 |
| 0245 | Ar AMSTERDAM, Schiphol | Lv | 0350 |

## SEABOARD AND WESTERN AIRLINES (SBW)

| 200 ⊙ ⑥ | 204 * ⑤ | 102 ⊙ ③ | 200 * ②③ | 200 * ⑦④ | 104 ⊙ ② | 104 ⊙ ⑦①④ | 100 * ① | 100 * # Ex ① | * Constellation ⊙ DC-4 ↕ C-47 | 101 ↕ ① | 105 ☾ ①②④⑤ | 101 ↕ ② | 101 ↕ ③ | 105 ☾ ③ | 103 ☾ ④ | 101 ↕ ⑥ | 103 ☾ ⑥ | 105 * ⑥ | 101 ↕ ④⑤ |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1000 | | 1200 | 0800 | | | 0600 | 0330 | Lv NEW YORK....Ar | 1255 | | 1255 | 1255 | | | 1255 | | 1245 | 1255 |
| | 0215 | | | f0015 | | | 2215 | 1945 | Ar SHANNON.....Lv | 0440 | | 0440 | 0440 | | | | | 0430 | 0440 |
| 0330 | 0315 | 2000 | | f0115 | 0230 | 0230 | 2315 | 2100 | Lv SHANNON.....Ar | 0335 | 0030 | 0335 | 0335 | 0030 | 0225 | | 0215 | 0330 | 0335 |
| | | 2140 | | | | | | | Ar GLASGOW.....Lv | | | | 0225 | | 0045 | 0400 | | | |
| 0530 | | | 0550 | | | | 0100 | 2240 | Ar LONDON.....Lv | 0145 | | 0145 | 0030 | | | 0130 | | | 0145 |
| 0625 | | | 0645 | | | | 0155 | 2335 | Lv LONDON.....Ar | 0045 | | 0045 | 2330 | | | 0030 | | | 0045 |
| | | 0040 | | | | | | | Ar AMSTERDAM...Lv | | | 2340 | | | 2145 | | | | |
| | | 0155 | | | | | | | Ar HANOVER.....Lv | | | | | | 2005 | | 1930 | | |
| | | 0300 | | | | | | | Ar HAMBURG.....Lv | | | | | | 1900 | | 2100 | | |
| | | | | | | | 0255 | 0035 | Ar BRUSSELS....Lv | 2335 | | | | | | | | | 2335 |
| | | | | | | | | | Ar DUSSELDORF..Lv | 2255 | | 2255 | | | | 2255 | | | 2255 |
| | | | | | | | | | Ar COLOGNE.....Lv | 2245 | | | | | | | | | |
| 0900 | | | 0900 | 0630 | | | 0420 | 0159 | Ar FRANKFURT...Lv | 2155 | | 2155 | 2155 | | | 2155 | | | 2155 |
| | | | | | | | ↕ | ↕ | | * | | * | * | | | * | | | |
| | | | | | | | 1400 | 0600 | Lv FRANKFURT...Ar | 2120 | | 2120 | 2120 | | | 2120 | | | 2120 |
| | | | | | | | 1455 | 0655 | Lv NUREMBERG...Ar | f2025 | | 2025 | f2025 | | | 2025 | | | 2025 |
| | | | | | | | 1600 | 0800 | Lv MUNICH.....Ar | 1920 | | 1920 | 1920 | | | 1920 | | | 1920 |
| | | | | | | | 1705 | f0905 | Ar STUTTGART...Lv | f1815 | | 1815 | 1815 | | | 1815 | | | 1815 |
| | 0545 | | | | 0545 | 0545 | | | Ar PARIS.....Lv | | 2100 | | | 2100 | | | | 0100 | |
| | 0645 | | | | 0645 | | | | Lv PARIS.....Ar | | | | | 2000 | | | | 2330 | |
| | | | | | 1000 | | | | Ar GENEVA.....Lv | | | | | | | | | | |
| | | | | | f1120 | | | | Ar BASLE.....Lv | | | | | 1900 | | | | 2245 | |
| | 0815 | | | | 1100 | | | | Ar ZURICH.....Lv | | | | | 1800 | | | | 2200 | |

## SWISSAIR (SR)

| 704 DC-3 ① ②③ ④⑤ | 791 ② | 793 ⑥ | DC-6A Read Down | Read Up | 792 ⑤ | 790 ⑦ | 705 DC-3 ② ③④ ⑤⑥ |
|---|---|---|---|---|---|---|---|
| | 2200 | 0130 | Lv NEW YORK | Ar | 0850 | 2200 | |
| | ↓ | ↓ | Ar MANCHESTER | Lv | 2225 | 1135 | |
| | | | Lv MANCHESTER | Ar | 2135 | 1045 | |
| | 1800 | | Ar BASLE | Lv | 1950 | 0900 | |
| | ↓ | | Lv BASLE | Ar | 1920 | 0830 | |
| | | 2115 | Ar GENEVA | Lv | | | |
| | | 2115 | Lv GENEVA | Ar | | | |
| | 1900 | 2205 | Ar ZURICH | Lv | 1850 | 0800 | |
| | | | Lv ZURICH | Ar | | 2325 | |
| | | | Ar GENEVA | Lv | | 2235 | |
| 2310 | | | Lv ZURICH | Ar | | | 0715 |
| 2350 | | | Ar BASLE/MULHOUSE | Lv | | | 0640 |
| 0020 | | | Lv BASLE/MULHOUSE | Ar | | | 0610 |
| 0300 | | | Ar AMSTERDAM | Lv | | | 0340 |
| | | | Ar STUTTGART | Lv | | | |

## TRANS-MEDITERRANEAN AIRWAYS (TMA)

| MV120 ⑤ | MV108 ②⑥⑦ | MV106 ②④⑦ | MV114 ① | MV112 ⑤ | MV102 ④ | MV104 ⑦ | | MV103 ⑥ | MV101 ③ | MV111 ⑤ | MV113 ① | MV105 ②④⑦ | MV107 ②⑥⑦ | MV119 ⑤ |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | 0900 | 0900 | Lv FRANKFURT | 1530 | 1530 | | | | | |
| | | | | | 1000 | 1000 | Ar BASEL | 1430 | 1430 | | | | | |
| | | | | | 1200 | 1200 | Lv BASEL | 1330 | 1330 | | | | | |
| | | | | | 2320 | 2320 | Ar BEIRUT | 0400 | 0400 | | | | | |
| 0100 | 0100 | 0300 | 0400 | 0400 | | | Lv BEIRUT | | | 2100 | 2100 | 1430 | 1330 | 1600 |
| | | | 0800 | 0800 | | | Ar BAGHDAD | | | 1900 | 1900 | | | |
| | | | 0900 | 0900 | | | Lv BAGHDAD | | | 1800 | 1800 | | | |
| | | 0830 | 1200 | 1200 | | | Ar TEHRAN | | | 1600 | 1600 | | | |
| | 0730 | | | | | | Ar KUWAIT | | | | | 1100 | | |
| 0730 | | | | | | | Ar DHAHRAN | | | | | | 1000 | |
| 0900 | | | | | | | Ar BAHRAIN | | | | | | | |
| 1030 | | | | | | | Lv BAHRAIN | | | | | | | 1230 |
| | | | | | | | Ar DOHA | | | | | | | |

Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

## TACA INTERNATIONAL AIR LINES SA)

| 525 ②⑤ | 801 ⑥ | 801 ③⑤ | 801 ②④ | 801 ① | DC-4 Read Down | Read Up | 400 ① | 800 ②③④ | 400 ③ | 800 ⑥ | 526 ① | 526 ④ | 100 ⑤ |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0600 | 0615 | 0400 | 0600 | Lv NEW ORLEANS | Ar | 2030 | 1845 | 2110 | 1900 | | | |
| 0700 | ↓ | | | | Lv MEXICO | Ar | ↑ | ↑ | ↑ | ↑ | 1800 | 1715 | 1855 |
| ↓ | 1030 | | | | Ar BELIZE | Lv | | | 1715 | | ↑ | ↑ | ↑ |
| | 1100 | | | | Lv BELIZE | Ar | | | 1700 | | | | |
| 1025 | 1225 | 1145 | 0930 | 1130 | Ar GUATEMALA | Lv | 1535 | | 1535 | | | | 1535 |
| 1110 | 1315 | 1245 | 1020 | 1230 | Lv GUATEMALA | Ar | 1505 | | 1505 | | | | 1505 |
| 1155 | 1400 | 1330 | 1105 | 1315 | Ar SAN SALVADOR | Lv | 1420 | 1315 | 1420 | 1330 | 1400 | 1315 | 1420 |
| | | | 1220 | | Lv SAN SALVADOR | Ar | 1400 | | 1400 | | | | 1400 |
| | | | 1315 | | Ar TEGUCIGALPA | Lv | 1315 | | 1315 | | | | 1315 |
| | | | 1340 | | Lv TEGUCIGALPA | Ar | 1300 | | 1300 | | | | 1300 |
| | | | 1435 | | Ar MANAGUA | Lv | 1205 | | 1205 | | | | 1205 |
| | | | 1500 | | Lv MANAGUA | Ar | 1145 | | 1145 | | | | 1145 |
| | | | 1610 | | Ar SAN JOSE | Lv | 1035 | | 1035 | | | | 1035 |

## TRANS-AUSTRALIA AIRLINES (TAA)

| 1931 DC-3 ② | 1915 DC-3 ④ | 1915 DC-3 ③ | 1921 DC-3 ③ | 1909 DC-4 ⑤ | 1919 DC-4 ⑥ | 1917 DC-3 ④⑥ | 1913 DC-4 ④ | 1911 DC-4 ②③ | 1911 DC-3 ①⑤ | | 1912 DC-3 ① | 1912 DC-3 ⑤ | 1912 DC-4 ②④ | 1912 DC-4 ③ | 1918 DC-3 ④⑤ | 1920 DC-4 ⑥ | 1910 DC-4 ⑤ | 1922 DC-3 ③ | 1916 DC-3 ③④ | 1932 DC-3 ② |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1930 | 1340 | 1340 | 0745 | 0500 | 0150 | 0120 | 0220 | 0120 | 0120 | Lv MELBOURNE Ar | 1015 | 0925 | 1120 | 1025 | 0705 | 0955 | 1435 | 1330 | 2105 | 0225 |
| \| | \| | \| | \| | \| | \| | \| | \| | \| | Ar SMITHTON Lv | 0840 | | 0945 | | | | 1300 | 1155 | | |
| \| | 1515 | \| | \| | \| | \| | \| | \| | \| | Lv SMITHTON Ar | 0800 | | 0755 | | | | 1115 | | | |
| \| | 1600 | \| | \| | \| | \| | \| | \| | \| | Ar WYNYARD Lv | | | | | | | | | | |
| \| | \| | \| | \| | \| | \| | \| | \| | \| | \| | Lv WYNYARD Ar | | | | | | | | | | |
| \| | \| | \| | \| | \| | \| | \| | \| | \| | \| | Ar DEVENPORT Lv | | | | | | | | | | |
| \| | \| | \| | \| | \| | \| | \| | \| | \| | \| | Lv DEVENPORT Ar | | | | | | | | | | |
| 2130 | \| | 1540 | 0940 | 0640 | \| | 0320 | \| | 0300 | 0320 | Ar LAUNCESTON Lv | | | | 0840 | | 0810 | | | | |
| 2200 | \| | 1640 | \| | 0750 | \| | \| | \| | 0350 | 0345 | Lv LAUNCESTON Ar | | | | 0640 | | 0610 | | | | |
| 2245 | 1710 | 1725 | \| | 0830 | 0400 | \| | 0430 | 0430 | 0430 | Ar HOBART Lv | 0635 | 0545 | 0630 | 0600 | 0500 | 0530 | 1000 | 1020 | 1825 | 2345 |

| 1948 DC-3 ③⑥ | 1906 DC-3 ② ④⑥ | 1902 DC-4 ③④ | 1902 DC-3 ① ②⑤ | | 1901 DC-3 ① ②③ | 1901 DC-4 ④⑤ | 1905 DC-3 ③ ⑤⑦ | 1949 DC-3 ③⑥ |
|---|---|---|---|---|---|---|---|---|
| 0530 | | 2230 | 2230 | Lv MELBOURNE Ar | 0315 | 0225 | | 1200 |
| \| | \| | 0055 | 0120 | Ar SYDNEY Lv | 0010 | 2350 | | \| |
| \| | \| | 0225 | 0230 | Lv SYDNEY Ar | 2255 | 2220 | | \| |
| \| | \| | 0500 | 0525 | Ar BRISBANE Lv | 1945 | 1945 | | \| |
| \| | 0500 | \| | \| | Lv BRISBANE Ar | | | 1305 | \| |
| \| | 0720 | \| | \| | Ar ROCKHAMPTON Lv | | | \| | \| |
| \| | 0750 | \| | \| | Lv ROCKHAMPTON Ar | | | \| | \| |
| \| | 0905 | \| | \| | Ar McKAY Lv | | | \| | \| |
| \| | 0935 | \| | \| | Lv McKAY Ar | | | \| | \| |
| \| | 1100 | \| | \| | Ar TOWNSVILLE Lv | | | 0830 | \| |
| 0750 | | | | Ar ADELAIDE Lv | | | | 0850 |

## TRANS-CANADA (TCA)

| 909 ① ②③ ④⑤ | North Star Read Down | Read Up | 910 ① ②③ ④⑤ |
|---|---|---|---|
| 2100 | Lv MONTREAL | Ar | A1455 |
| 2255 | Ar TORONTO | Lv | A1315 |
| 2355 | Lv TORONTO | Ar | 1155 |
| 0350 | Ar WINNIPEG | Lv | 0650 |
| 0435 | Lv WINNIPEG | Ar | 0605 |
| ↓ | -- CALGARY | Lv | 0150 |
| ↓ | -- CALGARY | Ar | 0120 |
| 0730 | Ar EDMONTON | -- | ↑ |
| 0800 | Lv EDMONTON | -- | \| |
| 1015 | Ar VANCOUVER | Lv | 2200 |

A-Toronto to Montreal section ③④⑤ only.

## TRANS WORLD AIRLINES (TW)

DOMESTIC

| 595 1049H #Ex ⑥⑦ | 599 1049H #Ex ⑥⑦ | 591 1649 #Ex ⑤⑦ | 597 049 #Ex ⑤⑦ | | 594 1049H #Ex ⑥⑦ | 590 1649 #Ex ⑤⑦ | 592 1049H #Ex ⑥⑦ | 599 1049H #Ex ⑦① | 596 049 #Ex ⑥⑦ |
|---|---|---|---|---|---|---|---|---|---|
| | | | 2359 | Lv NEWARK Ar | | | | | 0629 |
| | | | 0026 | Ar NEW YORK (IDL) Lv | | | | | 0600 |
| 2200 | 2230 | 2315 | 0400 | Lv NEW YORK (IDL) Ar | 0503 | 1003 | | 2041 | 0300 |
| 2304 | | | | Ar PHILADELPHIA Lv | | | | 2000 | |
| 0010 | | | | Lv PHILADELPHIA Ar | | | 1650 | | |
| | | | | Ar PITTSBURGH Lv | | | 1540 | | |
| | | | | Lv PITTSBURGH Ar | | | 1427 | | |
| | 0054 | | 0706 | Ar CHICAGO Lv | 0510 | | | | 2300 |
| | 0219 | | | Lv CHICAGO Ar | 0439 | | | | |
| 0246 | | | | Ar INDIANAPOLIS Lv | | | | | |
| 0345 | | | | Lv INDIANAPOLIS Ar | | | | | |
| 0355 | | | | Ar ST LOUIS Lv | | | 1115 | | |
| 0515 | | | | Lv ST LOUIS AR | | | 0954 | | |
| 0627 | | | | Ar KANSAS CITY Lv | | | 0850 | | |
| 0745 | | | | Lv KANSAS CITY Ar | | | 0719 | | |
| 1138 | | 0614 | | Ar LOS ANGELES Lv | | 2245 | 0025 | | |
| 1300 | | | | Lv LOS ANGELES Ar | | | 2319 | | |
| 1440 | 1040 | | | Ar SAN FRANCISCO Lv | 2000 | | 2130 | | |

## TW INTERNATIONAL

| 980 1049H ② | 972 1649A ② | 980 1649A ④ | 972 1049H ② | 970 1649A ⑤ | | 971 1649A ② | 981 1049H ③ | 973 1649A ④ | 981 1649A ⑤ | 973 1049H ⑤ |
|---|---|---|---|---|---|---|---|---|---|---|
| 0130 | 0130 | 0130 | 0130 | 0130 | Lv NEW YORK Ar | 0735 | 1210 | 0835 | 0940 | 1125 |
| 0705 | | | 0705 | | Ar GANDER Lv | | 0835 | | | 0750 |
| 0750 | | | 0750 | | Lv GANDER Ar | | 0750 | | | 0750 |
| 1810 | | | 1810 | | Ar SHANNON Lv | | 0310 | | | 0225 |
| 1855 | | | 1855 | | Lv SHANNON Ar | | 0225 | | | 0140 |
| | 1755 | | 2040 | | Ar LONDON Lv | | | 2325 | | 2345 |
| | 1855 | | 2140 | | Lv LONDON Ar | | | 2235 | | 2240 |
| | 2150 | | 0040 | 2010 | Ar FRANKFURT Lv | 2230 | | 2130 | | 2130 |
| 2220 | | | | 2140 | Lv FRANKFURT Ar | 2100 | | | | |
| 0015 | | 1925 | | | Ar PARIS Lv | | 0045 | | 0045 | |
| 0135 | | 2100 | | | Lv PARIS Ar | | 2315 | | 2320 | |
| 0230 | | 2220 | | | Ar GENEVA Lv | | 2155 | | 2200 | |
| | | 2320 | | | Lv GENEVA Ar | | 2055 | | 2100 | |
| | | | | 2245 | Ar ZURICH Lv | 1955 | | | 2005 | |
| | | | | 2345 | Lv ZURICH Ar | 1855 | | | 1905 | |
| | | | | | Ar MILAN Lv | 1745 | 1945 | | 1755 | |
| | | | | | Lv MILAN Ar | 1610 | 1815 | | 1625 | |
| 0435 | | 0120 | | 0150 | Ar ROME Lv | 1430 | 1630 | | 1445 | |

## TRANS CARIBBEAN AIRWAYS (TRC)

| 901 ①③ | 901 ⑥ | DC-4 Read Down | Read Up | 900 ① | 900 ③⑤ |
|---|---|---|---|---|---|
| 2400 | 2200 | Lv NEW YORK | Ar | 0500 | 0700 |
| 0800 | 0600 | Ar SAN JUAN | Lv | 2100 | 2300 |

Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

## WHEELER AIRLINES

| 101 P ②⑤ | C-46 DC-3 Read Down | Read Up | 102 P ②⑤ |
|---|---|---|---|
| 0915 | Lv VAL D'OR | Ar | 1630 |
| 1225 | Ar GREAT WHALE | Lv | 1320 |

## TRANSA-CHILE

| ④ | ⑦ | ③⑥ | ⑤ | ④ | C-46 Read Down | Read Up | ④ | ① | ②⑤ | ① | ④ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1500 | | 1000 | | | Lv ARICA | Ar | 1225 | | 1425 | | |
| 1710 | | 1210 | | | Ar ANTOFAGASTA | Lv | 1015 | | 1215 | | |
| 1755 | | 1255 | | | Lv ANTOFAGASTA | Ar | 0930 | | 1130 | | |
| 2125 | | 1325 | | | Ar SANTIAGO | Lv | 0600 | | 0800 | | |
| | 0800 | | 0800 | 0900 | Lv SANTIAGO | Ar | | 1750 | | 1730 | 1700 |
| | 1100 | | | 1200 | Ar BARILOCHE | Lv | | 1450 | | | 1400 |
| | 1145 | | | | Lv BARILOCHE | Ar | | 1405 | | | |
| | 1750 | | | | Ar PUNTA ARENAS | Lv | | 0900 | | | |
| | | | 1130 | | Ar J. FERNANDEZ | Lv | | | | 1400 | |

## UNITED AIR LINES (UA)

| 75 ⑦ | 59 #Ex ⑦① | 63 #Ex ⑥⑦ | 75 #EX ⑥⑦ | 67 #EX ⑥⑦ | 71 #Ex ⑥⑦ | 73 #Ex ⑥⑦ | 65 #Ex ⑥⑦ | 61 #Ex ⑥⑦ | DC6A/DC7A | | 66 #Ex ⑦① | 70 #Ex ⑤⑥⑦ | 70 ⑦ | 72 #Ex ⑥⑦ | 74 #Ex ⑥⑦ | 74 ⑥ | 62 #Ex ⑥⑦ | 64 #Ex ⑥⑦ | 68 #Ex ⑥⑦ | 56 #Ex ⑦① |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 2220 | 2105 | | | | 1300 | Lv BOSTON | Ar | | | | | 1730 | | 1638 | | 0847 | |
| 0740 | | | 2300 | 2148 | | | | | Ar HARTFORD | Lv | | | | | | | | | 0805 | |
| 0930 | | | 0001 | 2300 | | | | | Lv SPRINGFIELD | Ar | | | | | | | | | 0705 | |
| | | | 0041 | | | | | | Ar NEW YORK (IDL) | Lv | | 1020 | | | | | 1530 | | 0620 | |
| 0700 | | | 0200 | | 2330 | | 1910 | | Lv NEW YORK (IDL) | Ar | 1142 | 0920 | | | | 1435 | 1420 | | 0455 | 0450 |
| | | | | | | | | | Lv NEW YORK (LGA) | Ar | | | | 1055 | | | | | | |
| | 0130 | 2215 | | | | 2300 | | | Lv NEWARK | Ar | | | 1720 | | 1500 | | | 1840 | | |
| | | 2255 | | | | | 2008 | | Ar PHILADELPHIA | Lv | | 1040 | 1645 | | | | | 1805 | 0415 | |
| | | 0010 | | | | | 2110 | | Lv PHILADELPHIA | Ar | | | 1555 | | | | | 1643 | 0307 | |
| | 0335 | | | 0120 | | | 2310 | 1540 | Ar CLEVELAND | Lv | 0955 | | 1425 | | 1325 | | | | 0135 | |
| | 0520 | | | 0245 | | | 0010 | 1655 | Lv CLEVELAND | Ar | 0837 | | 1338 | | 1233 | | | | 0027 | |
| | | 0235 | | | | | | | Ar DETROIT | Lv | | | | | | | | 1445 | | |
| | | 0345 | | | | | | | Lv DETROIT | Ar | | | | | | | | 1345 | | |
| 1150 | 0557 | 0400 | 0410 | 0322 | 0140 | 0105 | 0047 | 1732 | Ar CHICAGO | Lv | 0610 | 0545 | 1115 | 0720 | 1010 | 1100 | 1035 | 1135 | 2200 | 0100 |
| 1530 | | 0550 | 0545 | | 0250 | 0215 | 0230 | | Lv CHICAGO | Ar | | 0425 | 0930 | 0610 | 0810 | 0930 | 0837 | 0947 | | |
| 1805 | | 0850 | | | | | 0530 | | Ar DENVER | Lv | | | | | | 0530 | 0420 | 0530 | | |
| 1930 | | 1010 | | | | | 0630 | | Lv DENVER | Ar | | | | | | 0435 | 0320 | 0420 | | |
| | | | | | | | 0835 | | Ar SALT LAKE CITY | Lv | | | | | | | | 0235 | | |
| | | | | | | | 0935 | | Lv SALT LAKE CITY | Ar | | | | | | | | 0135 | | |
| 2155 | | | 1010 | | | 0640 | | | Ar LOS ANGELES | Lv | | | | 2230 | 0030 | 0030 | | | | |
| 2330 | | | 1140 | | | | | | Lv LOS ANGELES | Ar | | | | | 2253 | 2253 | | | | |
| 0103 | | 1330 | 1313 | | 0750 | | | | Ar SAN FRANCISCO | Lv | | 2025 | 0130 | | 2115 | 2115 | 2230 | | | |
| | | | | | | | 1130 | | Ar PORTLAND | Lv | | | | | | | | 2205 | | |
| | | | | | | | 1215 | | Lv PORTLAND | Ar | | | | | | | | 2107 | | |
| | | | | | | | 1301 | | Ar SEATTLE | Lv | | | | | | | | 2015 | | |

## VARIG (RG)

| 966 ⑤ | 667 EX ① | C-46 Read Down | Read Up | 666 | 967 ⑥ |
|---|---|---|---|---|---|
| 0612 | 0300 | Lv RIO DE JANEIRO | Ar | 0330 | 1540 |
| | 0430 | Ar SAO PAULO | Lv | 0200 | |
| | 0500 | Lv SAO PAULO | Ar | 0130 | |
| | 0800 | Ar PORTO ALEGRE, Salgado Filho | Lv | 2230 | |
| | | -- VITORIA | | | F |
| | | -- BELMONTE | | | F |
| 1115 | | Ar SALVADOR, Ipatanga | Lv | | 1040 |
| 1145 | | Lv SALVADOR, Ipatanga | Ar | | 1010 |
| F | | -- ARACAJU, Municipal | -- | | F |
| F | | -- PROPRIA | -- | | F |
| F | | -- PENEDO | -- | | F |
| F | | -- MACEIO, Tab. do Pinto | -- | | F |
| 1520 | | Ar RECIFE, Iba. Guar | Lv | | 0635 |
| 1540 | | Lv RECIFE, Iba. Guar | Ar | | 0615 |
| F | | -- JOAO PESSOA, Santa Rita | -- | | F |
| 1655 | | Ar NATAL, Parnamirim | Lv | | 0500 |

Varig maintains twenty-one weekly unscheduled round trip cargo flights from POA to SAO/RIO with stopovers in Caxias do Sul, Cruz Alta, Ijui, Santo Angelo, Xapeco, Carazinho, Passo Fundo, Erechim, Florianopolis, Uniao Vitoria, Curitiba and all Varig stations along the Brazilian coast.

## U.A.T. AEROMARITIME (UT-AMA)

| DC-4 ⑥ | UT-755 DC-6 ④ | AMA-97 Nord ① | AMA-93 Nord ③ | AMA-99 Nord ① | DC-4 NORD 2.502 DC-6 Read Down | Read Up | AMA-98 Nord ② | UT-756 DC-6 ⑥ | AMA-90 Nord ⑤ | DC-4 ⑦ |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Lv PARIS LE BOURGET | Ar | | 1000 | | ① 0040 |
| 1610 | 1620 | | | | Ar NICE | Lv | | 0755 | | |
| | 1825 | | | | Lv NICE | Ar | | 0655 | | 1850 |
| | 1910 | | | | Ar TRIPOLI | Lv | | | | 1750 |
| 0005 | | | | | Lv TRIPOLI | Ar | | | | |
| 0105 | ⑤ | | | | Ar FORT-LAMY | Lv | | 2225 | | |
| 0730 | 0320 | | | | Lv FORT-LAMY | Ar | | 2110 | 1800 | 0930 |
| | 0430 | | 0600 | 0600 | -- MOUNDOU | Lv | | | 1635 | |
| | | | | | -- MOUNDOU | Ar | | | 1555 | |
| | | | 0800 | 0800 | Ar N'GAOUNDERE | -- | | | | |
| | | 0615 | 0850 | 0850 | Lv N'GAOUNDERE | -- | | | 1355 | |
| | | | | | -- BANGUI | Lv | | | | |
| | | | | | -- BANGUI | Ar | 1730 | 1830 | | |
| | 0710 | 0805 | | | Ar DOUALA | Lv | | | | |
| | | 0855 | | | Lv DOUALA | -- | | | | |
| | | 1020 | | 1150 | Ar LIBREVILLE | -- | | | | |
| | | 1100 | | 1315 | Lv LIBREVILLE | -- | | | | |
| | | 1140 | 1220 | | Ar FORT-GENTIL | -- | | | | |
| | | | | | -- BRAZZAVILLE | Lv | 1355 | | | |
| | | | | 1530 | Ar POINTE-NOIRE | -- | | | | |

*Every other week.

## EXPLANATION OF CODES AND SYMBOLS

X -Daily
① -Monday
② -Tuesday
③ -Wednesday
④ -Thursday
⑤ -Friday
⑥ -Saturday
⑦ -Sunday
Ex-Except

P -Combination Passenger/Cargo Flights with Max. Cargo capacity.
Ar-Arrival
Lv-Departure
f -Optional Landing (flag stop)
X -Technical Landing
E -Service Temporarily Suspended

| MAXIMUM FLOOR BEARING WEIGHT PER PIECE (Pounds Per Square Foot) By Carriers and Types of Aircraft. | | | | | | | | | | | | | | | | | | | | | | | ALL-CARGO | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CARRIER | Boeing Stratocruiser | Boeing-707-720 | Britannia | Canadair North Star | Consolidated Convair | Convair 880 | Douglas DC-3 | Douglas DC-4 | Douglas DC-6 | DC-6A (combination) | Douglas DC-6B | Douglas DC-7 | Douglas DC-7C | Douglas DC-8 | Fairchild F-27 | Lockheed Constellation | Lockheed Electra | Lockheed Super Constellation | Martin | Sikorsky S-55 | Vertol 44 | Vickers Viscount | Curtiss C-46 | Curtiss C-46R-5 | Douglas C-54 | Douglas DC-6A | Lockheed Speedpak | Lockheed Super CONST. 1049-1649A | Douglas DC-7F | Lockheed Constellation 749H |
| AA..... | -- | 150 | -- | -- | 150 | -- | -- | -- | 150 | -- | 75 | 200 | -- | -- | -- | -- | 75 | -- | -- | -- | -- | -- | -- | -- | -- | 200 | -- | -- | 200 | -- |
| AL..... | -- | -- | -- | -- | 100 | -- | 80 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | 100 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| ASA..... | -- | -- | -- | -- | -- | -- | -- | 200 | -- | -- | 200 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | 185 | -- | 200 | -- | -- | -- | -- | -- |
| ALITALIA | -- | -- | -- | -- | 150 | -- | 100 | -- | 100 | -- | 75 | -- | 75 | 200 | -- | -- | -- | -- | -- | -- | -- | 150 | -- | -- | -- | -- | -- | -- | -- | -- |
| AF..... | -- | 150 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | 75 | -- | 75 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| BL..... | -- | -- | -- | -- | -- | -- | 100 | -- | -- | -- | -- | -- | -- | -- | 100 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| BN..... | -- | 150 | -- | -- | 100 | -- | 100 | -- | 100 | -- | -- | -- | 75 | -- | -- | 100 | 45 | -- | -- | -- | -- | 150 | 185 | -- | -- | 200 | -- | -- | -- | -- |
| BOAC.... | -- | 150 | 75 | -- | -- | -- | -- | -- | -- | -- | -- | -- | 75 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | 100 |
| CA..... | -- | -- | -- | -- | -- | -- | 100 | 100 | -- | -- | -- | -- | -- | -- | --- | 70 | -- | -- | -- | -- | -- | 150 | -- | -- | -- | -- | -- | -- | -- | -- |
| CO..... | -- | 150 | -- | -- | -- | -- | 100 | -- | 100 | -- | 100 | 75 | -- | -- | -- | -- | -- | -- | -- | -- | -- | 150 | -- | -- | -- | -- | -- | -- | -- | -- |
| CN..... | -- | -- | -- | -- | -- | -- | 85 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| CPA..... | -- | -- | 75 | -- | 65 | -- | 200 | -- | -- | 200 | 75 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| CU..... | -- | -- | -- | -- | -- | -- | 95 | -- | -- | -- | -- | -- | -- | -- | -- | 70 | -- | 70 | -- | -- | -- | 150 | 185 | -- | -- | -- | -- | -- | -- | -- |
| DL..... | -- | -- | -- | -- | 150 | -- | 85 | -- | 150 | -- | -- | 75 | -- | -- | -- | 70 | -- | -- | 100 | -- | -- | -- | -- | 185 | -- | -- | -- | -- | -- | -- |
| EA..... | -- | -- | -- | -- | 65 | -- | -- | -- | -- | -- | -- | 75 | -- | -- | -- | -- | 45 | 70 | 100 | -- | -- | -- | -- | -- | -- | -- | -- | 200 | -- | -- |
| ELAL.... | -- | -- | 150 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | 75 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| EM..... | -- | 150 | -- | -- | -- | -- | -- | 100 | -- | -- | -- | -- | -- | -- | -- | -- | 45 | 70 | -- | -- | -- | -- | -- | -- | -- | -- | -- | 300 | -- | -- |
| FL..... | -- | -- | -- | -- | -- | -- | 70 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| FTL..... | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | 550 | -- | 200 | 200 | -- | 300 | -- | -- |
| JAL..... | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | 150 | -- | 75 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | 200 | 100 | -- | -- | -- |
| KLM..... | -- | -- | -- | -- | 154 | -- | 50 | 205 | 77 | -- | 77 | 77 | -- | 122 | -- | 72 | 45 | 154 | -- | -- | -- | 150 | -- | -- | 205 | 205 | 102 | 300 | -- | -- |
| LX..... | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | 100 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| LC..... | -- | -- | -- | -- | -- | -- | 100 | 100 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| MO..... | -- | -- | -- | -- | 100 | -- | 100 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| NA..... | -- | -- | -- | -- | 150 | -- | -- | -- | 150 | -- | 100 | 200 | -- | 120 | -- | -- | 45 | 70 | -- | -- | -- | -- | -- | -- | -- | -- | -- | 300 | -- | -- |
| NE..... | -- | -- | -- | -- | -- | -- | 80 | -- | -- | -- | 75 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | 150 | -- | -- | -- | -- | -- | -- | -- | -- |
| NO..... | -- | -- | -- | -- | 150 | -- | 80 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| NW..... | -- | -- | -- | -- | -- | -- | -- | 100 | -- | -- | 75 | -- | 75 | 120 | -- | -- | 45 | -- | -- | -- | -- | -- | -- | -- | -- | 200 | -- | -- | -- | -- |
| NY..... | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | 200 | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| OZ..... | -- | -- | -- | -- | -- | -- | 100 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| PC..... | -- | -- | -- | -- | -- | -- | 100 | -- | -- | -- | -- | -- | -- | -- | 100 | -- | -- | -- | 100 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| PAA/PG.. | 100 | 150 | -- | -- | -- | -- | -- | -- | -- | -- | 75 | 75 | 75 | 120 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | 185 | 200 | -- | -- | -- | -- |
| PI..... | -- | -- | -- | -- | -- | -- | 80 | -- | -- | -- | -- | -- | -- | -- | 100 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| RID..... | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | 185 | -- | 185 | -- | -- | -- | -- | -- |
| SAB..... | -- | 150 | -- | -- | -- | -- | 100 | 100 | 100 | -- | 150 | -- | 75 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | 100 | 205 | -- | -- | -- | -- |
| SAS..... | -- | -- | -- | -- | -- | -- | -- | -- | 100 | -- | 150 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| SBW..... | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | 550 | -- | 200 | -- | -- | 300 | -- | -- |
| SO..... | -- | -- | -- | -- | -- | -- | 100 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| SR..... | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | 75 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | 200 | -- | -- | -- | -- |
| TACA.... | -- | -- | -- | -- | -- | -- | -- | 200 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| TCA..... | -- | -- | -- | 150 | -- | -- | 100 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | 70 | -- | -- | -- | 150 | -- | -- | -- | -- | -- | -- | -- | -- |
| TRC..... | -- | -- | -- | -- | -- | -- | -- | 100 | -- | -- | 75 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| TT..... | -- | -- | -- | -- | -- | -- | 100 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| TW..... | -- | 150 | -- | -- | -- | 100 | -- | -- | -- | -- | -- | -- | -- | -- | -- | 70 | -- | 70 | 100 | -- | -- | -- | -- | -- | 200 | -- | -- | 300 | -- | -- |
| UA..... | -- | 150 | -- | -- | 150 | -- | -- | -- | 150 | -- | 150 | 150 | -- | 120 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | 200 | -- | -- | 200 | -- |
| WA..... | -- | 150 | -- | -- | 75 | -- | -- | -- | -- | -- | 75 | -- | -- | -- | -- | -- | 45 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| WC..... | -- | -- | -- | -- | -- | -- | 120 | -- | -- | -- | -- | -- | -- | -- | 125 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |

| CARRIER | Maximum WEIGHT in Pounds (per piece) which will be accepted WITHOUT ADVANCE ARRANGEMENT, by Carriers and by types of Aircraft | | | | | | | | | | | | | | | | | | | | | | ALL-CARGO | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Boeing Stratocruiser | Boeing 707-720 | Britannia | Canadair North Star | Consolidated Convair | Convair 880 | Douglas DC-3 | Douglas DC-4 | Douglas DC-6 | DC-6A (combination) | Douglas DC-6B | Douglas DC-7 | Douglas DC-7C | Douglas DC-8 | Fairchild F-27 | Lockheed Constellation | Lockheed Electra | Lockheed Super Constellation | Martin | Sikorsky S-55 | Vertol 44 | Vickers Viscount | Curtiss C-46 | Curtiss C-46R-5 | Douglas C-54 | Douglas DC-6A | Lockheed Speedpak | Lockheed Super Const. 1049-1649A | Douglas DC-7F | Lockheed Const. 749H |
| AA..... | See U.S. and Canadian City Directory | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| AL..... | -- | -- | -- | -- | 150 | -- | 150 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | 150 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| ASA..... | -- | -- | -- | -- | -- | -- | -- | 600 | 2000 | 2000 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | 2000 | -- | -- | -- | -- | -- | -- | -- |
| ALITALIA | -- | -- | -- | -- | -- | -- | -- | -- | 600 | -- | 600 | -- | 600 | 200 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| AF..... | -- | 600 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | 1100 | -- | 1100 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| BL..... | -- | -- | -- | -- | -- | -- | 200 | -- | -- | -- | -- | -- | -- | -- | 200 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| BN..... | -- | 500 | -- | -- | 500 | -- | 200 | -- | 200 | -- | -- | -- | 200 | -- | -- | 200 | 200 | -- | -- | -- | -- | 200 | 2000 | -- | -- | -- | -- | -- | -- | -- |
| BOAC.... | -- | 600 | 600 | -- | -- | -- | -- | -- | -- | -- | -- | -- | 600 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | 2000 |
| CA..... | -- | -- | -- | -- | -- | -- | 200 | 250 | -- | -- | -- | -- | -- | -- | -- | 200 | -- | -- | -- | -- | -- | 200 | -- | -- | -- | -- | -- | -- | -- | -- |
| CO..... | -- | 500 | -- | -- | -- | -- | 200 | -- | 200 | -- | 200 | 200 | -- | -- | -- | -- | -- | -- | -- | -- | -- | 200 | -- | -- | -- | -- | -- | -- | -- | -- |
| CN..... | -- | -- | -- | -- | -- | -- | 200 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| CPA..... | See U.S. and Canadian City Directory | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CU..... | -- | -- | 600 | -- | -- | -- | 200 | -- | -- | -- | -- | -- | -- | -- | -- | 600 | -- | -- | -- | -- | -- | 200 | 5000 | -- | -- | -- | -- | -- | -- | -- |
| DL..... | -- | -- | -- | -- | 400 | -- | 200 | -- | 400 | -- | -- | 250 | -- | 200 | -- | -- | -- | -- | -- | -- | -- | -- | -- | 6000 | -- | -- | -- | -- | -- | -- |
| EA..... | -- | -- | -- | -- | 200 | -- | -- | -- | -- | -- | -- | 200 | -- | -- | -- | 200 | 200 | 200 | 200 | -- | -- | -- | -- | -- | -- | -- | -- | 4000 | -- | -- |
| ELAL.... | -- | -- | 1000 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| EM..... | -- | -- | -- | -- | -- | -- | -- | 250 | -- | -- | -- | -- | -- | -- | -- | -- | 200 | 250 | -- | -- | -- | -- | -- | -- | -- | -- | -- | 500 | -- | -- |
| FL..... | See U.S. and Canadian City Directory | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FTL..... | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | 6000 | -- | -- | -- | -- | 1000 | -- | -- |
| HAL..... | -- | -- | -- | -- | -- | -- | 200 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| JAL..... | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | 600 | -- | 600 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | 600 | 500 | -- | -- | -- |
| KLM..... | See U.S. and Canadian City Directory | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LX..... | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | 200 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| LC..... | -- | -- | -- | -- | -- | -- | 200 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| MO..... | -- | -- | -- | -- | 200 | -- | 200 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| NA..... | -- | -- | -- | -- | 400 | -- | -- | -- | 400 | -- | 200 | 200 | -- | 200 | -- | -- | 200 | 200 | -- | -- | -- | -- | -- | -- | -- | -- | -- | 6000 | -- | -- |
| NE..... | -- | -- | -- | -- | 200 | -- | 200 | -- | -- | -- | 200 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | 200 | -- | -- | -- | -- | -- | -- | -- | -- |
| NO..... | -- | -- | -- | -- | 200 | -- | 200 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| NW..... | -- | -- | -- | -- | -- | -- | -- | 200 | -- | -- | 200 | -- | 200 | 200 | -- | -- | 200 | -- | -- | -- | -- | -- | -- | -- | | 2000 | -- | -- | -- | -- |
| NY..... | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | 200 | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| OZ..... | See U.S. and Canadian City Directory | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PC..... | -- | -- | -- | -- | -- | -- | 200 | -- | -- | -- | -- | -- | -- | -- | 200 | -- | -- | -- | 200 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| PAA/PG.. | 600 | 600 | -- | -- | -- | -- | -- | -- | -- | -- | 600 | 600 | 600 | 600 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | 5000 | 6000 | -- | -- | 300 | -- |
| PI..... | -- | -- | -- | -- | -- | -- | 100 | -- | -- | -- | -- | -- | -- | -- | 100 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| QEA..... | -- | 600 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| RID..... | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | 6000 | -- | 10000 | -- | -- | -- | -- | -- |
| SAB..... | -- | 600 | -- | -- | -- | -- | -- | -- | 440 | -- | 440 | -- | 200 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| SAS..... | -- | -- | -- | -- | -- | -- | -- | -- | 600 | -- | 600 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| SBW..... | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | 5000 | -- | 6000 | -- | -- | 6000 | -- | -- |
| SO..... | See U.S. and Canadian City Directory | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SR..... | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | 600 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | 6000 | 6000 | -- | -- | -- | -- |
| TACA.... | -- | -- | -- | -- | -- | -- | -- | 450 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| TCA..... | -- | -- | -- | 200 | -- | -- | 200 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | 200 | -- | -- | -- | 200 | -- | -- | -- | -- | -- | -- | -- | -- |
| TRC..... | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | 600 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | 4000 | -- | -- | -- | -- | -- |
| TT..... | -- | -- | -- | -- | -- | -- | 200 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| TW..... | -- | 400 | -- | -- | -- | 440 | -- | -- | -- | -- | -- | -- | -- | -- | -- | 250 | -- | 250 | 400 | -- | -- | -- | -- | -- | -- | -- | -- | 4000 | -- | -- |
| UA..... | -- | 200 | -- | -- | 400 | -- | -- | -- | 400 | -- | 200 | 200 | -- | 200 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | 6000 | -- | -- | 6000 | -- |
| WA..... | -- | 200 | -- | -- | 200 | -- | -- | -- | -- | -- | 200 | -- | -- | -- | -- | -- | 200 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| WC..... | -- | -- | -- | -- | -- | -- | 150 | -- | -- | -- | -- | -- | -- | -- | 150 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |

# SCHEDULED AIRLINES DECODING

| Official Airwaybill Abbreviation | Reservations Code | Air Waybill Number Prefix | Decoding |
|---|---|---|---|
| AA | AA | 001 | American Airlines, Inc. |
| AAJ | JE | 135 | Arab Airways (Jerusalem) Ltd. |
| ACA | AK | 151 | Alaska Coastal Airlines |
| ABR | AB | 042 | Empresa de Transportes Aerovias Brasil, S.A. |
| AD | AD | 103 | Aden Airways Limited |
| AERONAVES | AM | 139 | Aeronaves de Mexico, S.A. |
| AET | IN | 052 | Aerlinte Eireann Tta-Irish International Airlines |
| AF | AF | 057 | Air France |
| AFL | SU | | Aeroflot |
| AII | AI | 098 | Air-India International |
| AIRCEY | AE | 104 | Air Ceylon Limited |
| AJ | AJ | 148 | Air Jordan |
| AKK | KK | 224 | Air Kruise (Kent), Ltd. |
| AL | AL | 037 | Allegheny Airlines, Inc. |
| ALG | AH | 124 | Air Algerie |
| ALT | EI | 053 | Aer Lingus Teoranta - Irish International Air Lines |
| ANA | AN | 090 | Ansett-Australian National |
| ANSETT | AP | 152 | Ansett Airways Pty., Ltd. |
| APA | HP | 123 | Aerovias Panama |
| AQU | AQ | 112 | Aquila Airways Limited |
| ARG | AR | 044 | Aerolineas Argentinas |
| ARIANA | FG | 255 | Ariana Afghan Airlines, Ltd. |
| ASA | AS | 027 | Alaska Airlines, Inc. |
| ASAI | | | Aerovias Sud Americana |
| ATM | AT | 147 | Compagnie Nationale de Transports Ariens |
| ATSA | TZ | 141 | Aero Transportes, S.A. |
| AVENSA | VE | 128 | Aerovias Venezolanas, S.A. |
| AVIACO | AO | 110 | Aviacion y Comercio, S.A. |
| AVN | AC | 134 | Aerovias Nacionales de Colombia, S.A. |
| AW | AW | 121 | Airwork Limited |
| AZ | AZ | 055 | ALITALIA–Linee Aeree Italiane |
| BAHAMAS | BH | 116 | Bahamas Airways, Ltd. |
| BAT | | | Butler Air Transport Pty., Ltd. |
| BEA | BE | 060 | British European Airways Corp. |
| BGAL | | | British Guiana Airways, Ltd. |
| BKS | BK | 137 | BKS Air Transport, Ltd. |
| BL | BL | 039 | Bonanza Air Lines, Inc. |
| BN | BN | 002 | Braniff International Airways, Inc. |
| BOAC | BA | 061 | British Overseas Airways Corp. |
| BRITAVIA | BT | 225 | Britavia, Limited |
| BWIA | BA | 106 | British West Indian Airways, Ltd. |
| CA | CA | 013 | Capital Airlines, Inc. |
| CAA | CE | 063 | Central African Airways Corp. |
| CAS | CS | 138 | Cambrian Airways, Ltd. |
| CAT | CT | 129 | Civil Air Transport |
| CATHAY | CX | 160 | Cathay Pacific Airways, Ltd. |
| CAUSA | | | Compania Aeronautica Uruguaya, S.A. |
| CBA | CB | 158 | Caribbean Atlantic Airlines, Inc. |
| CDA | DO | 113 | Compania Dominicana de Aviacion, S.A. |
| CH | CH | | Chicago Helicopter Airways, Inc. |
| CIA | | | Caribbean International Airways, Ltd. |
| CINTA | CI | 231 | Cinta Chilean Airlines |
| CMA | MX | 132 | Compania Mexicana de Aviacion, S. A. |
| CN | CN | 219 | Central Airlines, Inc. |
| CO | CO | 005 | Continental Air Lines, Inc. |
| COA | CD | 320 | Cordova Airlines, Inc. |
| COMAIR | CR | 161 | Commercial Air Service Pty., Ltd. |
| CONN | NN | 166 | Connellan Airways, Ltd. |
| COPA | CM | 230 | Compania Panamena de Aviacon, S. A. |
| CPA | CP | 018 | Canadian Pacific Airlines, Ltd. |
| CRUZEIRO | SC | 049 | Servicos Aereos Cruzeiro do Sul |
| CSA | OK | 064 | Ceskoslovenske Aerolinie |
| CUBANA | CU | 136 | Compania Cubana de Aviacion, S.A. |
| CYP | CY | 048 | Cyprus Airways, Ltd. |
| DA | DA | 226 | Dragon Airways, Ltd. |
| DERBY | DR | | Derby Aviation, Ltd. |
| DETA | TM | 068 | Divisao de Exploracao dos Transportes Aereos "DETA" |
| DL | DL | 006 | Delta Air Lines, Inc. |
| DTA | DT | 118 | Divisao de Exploracao dos Transportes Aereos |
| EA | EA | 007 | Eastern Air Lines, Inc. |
| EC | EC | 094 | East African Airways Corp. |
| EG | EAGLE | 232 | Eagle Airways of Britain |
| EL AL | LY | 114 | El Al Israel Airlines, Ltd. |
| ES | ES | 169 | Ellis Air Lines |
| ETHIOPIAN | ET | 071 | Ethiopian Air Lines |
| EWA | EW | | East-West Airlines, Ltd. |
| FAUCETT | CF | 163 | Compania de Aviacion "FAUCETT." S.A. |
| FINNAIR | AY | 105 | Aero O/Y (Finnair) |
| FL | FL | 029 | Frontier Airlines, Inc. |
| FLUG | FI | 108 | Flugfelag Islands, H.F. (Iceland Airways, Ltd.) |
| FT | FT | 023 | Flying Tiger Lines, Inc. |
| GAL | | | Guinea Airways, Ltd. |
| GAM | AC | 040 | Guest Aerovias Mexico, S.A. |
| | GF | | Gulf Aviation Company, Ltd. |
| GIA | GA | 126 | Garuda Indonesian Airways, Ltd. |
| GIBAIR | GT | 171 | Gibraltar Airways, Ltd. |
| GU | GU | | Empresa Guatemalteca de Aviacion |
| HAL | HA | 173 | Hawaiian Airlines, Ltd. |
| HCA | HC | 122 | Hunting-Clan Air Transport, Ltd. |
| HKA | HK | 054 | Hong Kong Airways, Ltd. |
| IA | IA | 073 | Iraqi Airways |
| IAC | IC | 058, 093 | Indian Airlines Corporation |
| IB | IB | 075 | Iberia, Cia. Mercantil Anonima de Lineas Aereas |
| IAL | LL | 278 | Icelandic Airlines |
| INI | | | INI & CIA, S.A. |
| IRA | IR | 096 | Iranian Airways |
| JAL | JL | 131 | Japan Air Lines Company, Ltd. |
| JAT | YU | 115 | Jugoslovenski Aerotransport (JAT) |
| JSY | JY | 130 | Jersey Airlines |
| KA | | 229 | Kuwait Airways |
| KLM | KL | 074 | K.L.M. Royal Dutch Airlines |
| KNA | KN | 222 | Korean National Airlines |
| LAB | LB | 051 | Lloyd Aereo Boliviano |
| LACSA | LR | 026-80, 133 | Lineas Aereas Costarricenses, S.A. |
| LADE | LD | 177 | Lineas Aereas del Estado |
| LAN | LA | 045 | Linea Aerea Nacional |
| LA NICA | NI | 176 | Lineas Aereas de Nicaragua, S. A. |
| LAP | | | Laide Aereo Nacional, S. A. |
| LAV | LV | 046 | Linea Aeropostal Venezoiana |
| LC | LC | 020 | Lake Central Airlines |
| LH | LH | 220 | Deutsche Lufthansa Aktiengesellschaft |
| LIN | LF | 247 | Linjeflyg AB |
| LLC | CC | 223 | Lloyd Aereo Colombiano |
| LN | LN | 067 | Air Liban |
| LOT | LO | 080 | Polish State Airlines LOT |
| LX | LX | 325 | Los Angeles Airways, Inc. |
| MAL | ML | 127 | Malayan Airways, Ltd. |
| MALEV | MA | 182 | Hungarian Air Transport–MALEV |
| MAR | MR | 022 | Maritime Central Airways |
| MEA | ME | 076 | Middle East Airlines Co. |
| MK | MK | 213 | Mackey Airlines, Inc. |
| MMA | MM | 181 | MacRobertson-Miller Airlines, Ltd. |
| MN | MN | 210 | Manx Airlines Limited |
| MO | MO | 034 | Mohawk Airlines, Inc. |
| MOS | MT | 216 | Morton Air Services Limited |
| MS | MS | 077 | Misrair, SAE |
| NACIONAL | | 208 | Transportes Aereos Nacional, Ltda. |
| NA | NA | 010 | National Airlines, Inc. |
| NC | NC | 184 | Northern Consolidated Airlines, Inc. |
| NE | NE | 011 | Northeast Airlines, Inc. |
| NO | NO | 032 | North Central Airlines, Inc. |
| NW | NW | 012 | Northwest Airlines, Inc. |
| NY | NY | 332 | New York Airways, Inc. |
| NZ | NZ | 078 | New Zealand National Airways Corp. |
| OA | OA | 050 | Olympic Airways, S.A. |
| OAS | OL | 215 | Olley Air Service, Ltd. |
| OZ | OZ | 041 | Ozark Air Lines, Inc. |
| PAA | PA | 026 | Pan American World Airways System |
| PAB | PB | 111 | Ponair do Brasil, S.A. |
| PAL | PR | 079 | Philippine Air Lines |
| PANAGRA | PG | 109 | Pan American-Grace Airways, Inc. |
| PI | PI | 030 | Piedmont Aviation, Inc. |
| PIA | PK | 214 | Pakistan International Airlines |
| PLUNA | PU | | Primeras Lineas Uruguayas de Navigacion Aerea |
| PC | PC | | Pacific Air Lines |
| PN | PN | 031 | Pacific Northern Airlines, Inc. |
| PT | PT | | Provincetown-Boston Airline, Inc. |
| QAPL | QE | 188 | Queensland Airlines Pty., Ltd. |
| QBA | QB | | Quebecair, Inc. |
| QCA | QC | | Queen Charlotte Airlines, Ltd. |
| QEA | EM | 081 | Qantas Empire Airways |
| QUSA | QA | 143 | Aerovias "Q," S.A. |
| RAC | RC | 223 | Royal Air Cambodge |
| RAL | RA | 321 | Resort Airlines, Inc. |
| RANSA | RN | 218 | Rutas Aereas Nacionales, S.A. |
| REAL | | | Real S/A-Transportes Aereos |
| REEF | BR | 153 | Ansett Flying Boat Services Pty., Ltd. |
| REEVE | | | Reeve Aleutian Airways, Inc. |
| RD | RD | 323 | Riddle Airlines, Inc. |
| SA | SA | 083 | South African Airways |
| SAB | SN | 082 | Societe Anonyme Biege d'Exploitation de la Navigation Aerienne |
| SAFE | BU | | Braathene South-American & Far East Airtransport |
| SAHSA | SH | 274 | Servicio Aereo de Honduras, S.A. |
| SAM | | | Sociedad Aeronautica Medellin, S.A. |
| SAS | SK | 117 | Scandinavian Airlines System |
| SATA | SP | | Sociedade Acoriana de Transportes Aereos, Ltda. |
| SBW | SB | 219 | Seaboard & Western Airlines, Inc. |
| SCAL | VF | 221 | Silver City Airways, Ltd. |
| SDI | | | Saudi Arabian Airlines |
| | SL | | Scottish Airlines |
| SI | SI | 042 | Slick Airways, Inc. |
| SO | SO | 038 | Southern Airways, Inc. |
| SR | SR | 085 | Swiss Air Transport Co., Ltd. |
| STAEO | ST | 198 | Societe de Transports Aeriens en Extreme-Orient |
| SUDAN | SD | 200 | Sudan Airways |
| SYRIAN | | 201 | Syrian Airways Company |
| TAA | TN | 102 | Trans-Australia Airlines |
| TABSO | LZ | 196 | Transport Aerien Civil Bulgare-TABSO |
| TACA | TA | 202 | TACA International Airlines, S.A. |
| TACAV | TV | 175 | Linea Aerea TACA de Venezuela |
| TAI | TI | 119 | Compagnie de Transports Aeriens Intercontinentaux |
| TAIP | IP | 047 | Transportes Aereos Da India Portuguese |
| TALOA | TL | | Transocean Airlines |
| TAN | TX | 208 | Transportes Aereos Nacionales, S.A. |
| TAP | TP | 047 | Transportes Aereos Portugueses, S.A.R.L. |
| TCA | TC | 014 | Trans-Canada Air Lines |
| TEAL | TE | 086 | Tasman Empire Airways Limited |
| THAI | TH | 203 | Thai Airways Co., Ltd. |
| THY | TK | 235 | Turk Hava Yollari |
| TPA | TS | | Trans-Pacific Airlines, Ltd. |
| TSA | TO | 267 | Transcontinental, S. A. |
| TRC | TR | 254 | Trans Caribbean Airways |
| TT | TT | 033 | Trans-Texas Airways |
| TU | TU | 199 | Societe Tunisienne de l'Air (Tunis Air) |
| TW | TW | 015 | Trans World Airlines, Inc. |
| UA | UA | 016 | United Air Lines, Inc. |
| UAT | UT | 125 | Union Aeromaritime de Transport |
| UBA | UB | 209 | Union of Burma Airways |
| VARIG | RG | 042 | Empresa de Viacao Aerea Rio Grandense |
| VASP | VP | | Viacao Aereo Sao Paula, S.A. |
| VNA | VN | 120 | Air Vietnam |
| WAAC | WT | 087 | West African Airways Corporation |
| WA | WA | 017 | Western Air Lines, Inc. |
| WC | WC | 025 | West Coast Airlines, Inc. |
| WEN | WE | 212 | Wien Alaska Airlines |
| | YR | | Soc. de Transportuir Aeriene Romano-Societica |

For information, call or write El Al Israel Airlines, Air Cargo Service, N. Y. International Airport, Cargo Building 83, OL 6-5290.

# UAL Mechanizes For San Francisco

***The latest advances in modern materials handling and communication have been applied to handle anticipated volume through 1965 at San Francisco International Airport.***

A MODERN FULLY MECHANIZED air freight terminal has been opened by United Air Lines at San Francisco International Airport.

United's new terminal occupies 22,000 square feet of floor space, leased from the City of San Francisco. The equipment includes 2,600 feet of power and gravity conveyors covering 75 per cent of the total area, and a modern customer service center incorporating the latest communication devices and techniques.

The conveyor system, built and installed by the Rapids-Standard Company of Grand Rapids, Mich., reduces processing time of air freight items by 40 per cent and cuts in half the number of times these items are handled.

Outgoing shipments arrive at the receiving dock and are immediately placed on gravity conveyors which extend from the 11 receiving doors along the dock. The shipments slide onto a power conveyor which carries them to a central processing area.

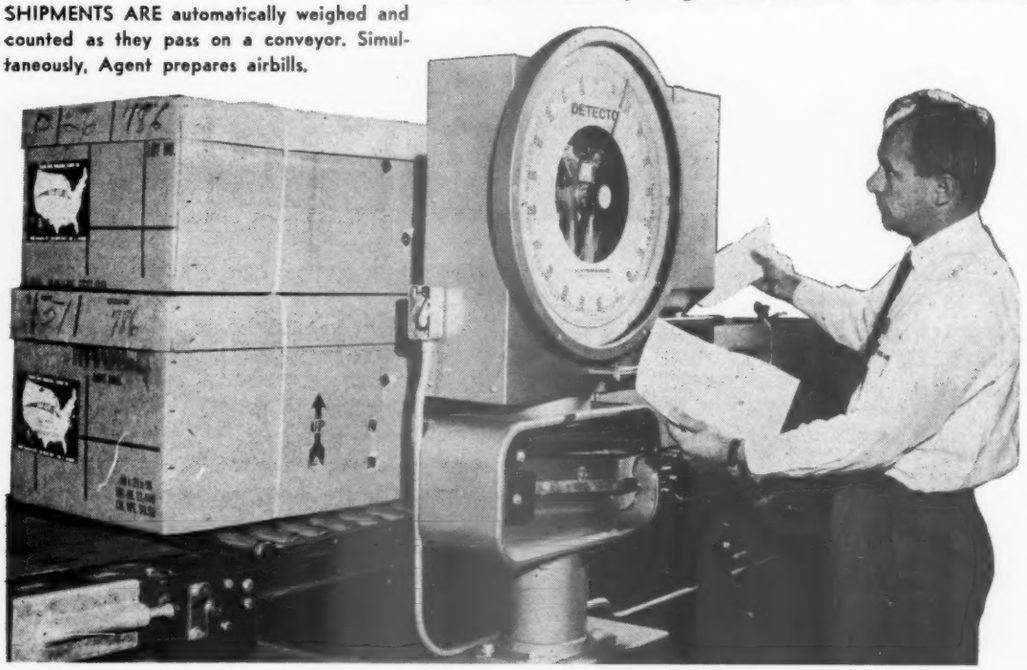
At the central processing area, each item is weighed on a "Mechano-Print Scale" while it rests on the conveyor. This machine, manufactured by the Detecto Scale Company of Brooklyn, N.Y., automatically weighs and records each shipment as it passes. At the same time, an air freight agent makes out an airbill and labels each item. Two electric photocell counters record the number of multi-piece shipments.

The freight then proceeds along the power conveyor to a general sorting area where it is transferred to a gravity conveyor pre-assigned to store goods destined for a particular city. Shipments are lined up along the conveyors until they are placed aboard an outbound plane. Gravity conveyors extend directly to the aircraft door.

The storage gravity conveyors are divided into two categories—those holding shipments which will be placed aboard passenger/cargo aircraft, and those which will be carried on all-cargo planes. There are 19 conveyors, each 40 feet long, which store shipments for passenger/cargo flights; items for the all-cargo flights are stationed along 16 conveyors which are 49 feet long each.

United estimates that 93 per cent of its total air freight will be handled by the conveyor system, thus greatly reducing the need of the old forklift-pallet operation. In addition, the conveyors eliminate rough handling or excessive stacking.

SHIPMENTS ARE automatically weighed and counted as they pass on a conveyor. Simultaneously, Agent prepares airbills.




A new concept in speeding information to air freight customers is applied in United's Customer Service Center. This is a communications room equipped with a "Mainliner Freight Desk" manufactured by the Acme Visible Records Company of Crozet, Va.

The desk consists of a rotating center section 13 feet in diameter where information needed to answer incoming telephone calls is conveniently filed. Eight work positions for freight agents extend from the rotating section

# Volume

FOCAL POINT of UAL's customer service center is this rotating desk. The shipper is served from any of eight work positions on a multi-purpose telephone system.

like the spokes on a wheel.

The information filed in divided partitions of the rotating section consists of flight forwarding records, copies of airbills, transfer records, reserved air freight records, rate cards, schedules, tariffs, regulations and guides.

A freight agent at one of the work positions presses a button at his desk and the electrically-powered rotating section swings the proper material into arms reach.

Prior to the use of the new desk, the material it contains was distributed in filing cabinets. Agents were required to make time-consuming trips to the filing cabinets to secure answers for customers.

Another feature of the Mainliner Freight Desk is a multi-purpose telephone system at each work position which provides agents with direct phone connections with United's Operating Base at Denver, Colo., control center in the day-to-day movement of traffic along the airline's 14,000-mile system.

The telephone installation, which was made by the Pacific Telephone Company, uses Bell System "Call Directors." The Call Director telephones have illuminated lucite keys which enable a freight agent to have full access to the United's vast communications network.

A microphone at each work position also links agents with United's processing area within the terminal. An agent can use the mike to request information regarding a particular shipment. A worker in the processing area receives the request over a loud speaker, and relays the information back on one of 15 phones in the terminal area.

Two other features in the new concept will be an electronic writing machine which will link the freight office with United's cartage agent, and a teletype system which will link the freight terminal with every city on United's system. Closed circuit television also will be installed in the terminal to provide current information on flight arrivals.

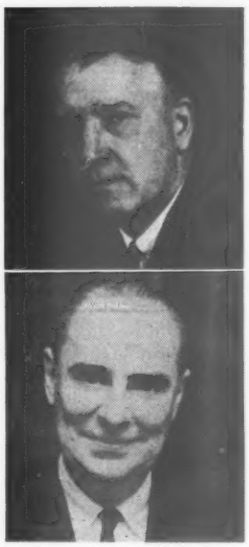
United's new air freight terminal is designed to keep pace with the increasing air freight business in the San Francisco Bay Area. The facility is equipped to handle at least four times the present volume of air freight business and has the capacity to handle anticipated volume through 1965.

United operates 152 inbound and outbound passenger-cargo flights daily at San Francisco, with a total available cargo capacity of 540 tons, plus 16 all cargo flights a week. ■

UAL's 22,000 sq. ft. terminal floor is a panorama of conveyors and shipments. About 75% of the total floor space is covered by 2600 feet of power and gravity conveyors. The conveyor system reduces processing time of air freight shipments by 40% and the number of times shipments are handled by 50%.

# Air Freight Forwarding Comes I

***In a pair of exclusive interviews, two top officials of the Air Freight Forwarders Association give the low down on an infant industry which shows every sign of continued prosperity.***



**Thomas W. Griffin**
*AFFA President is vice president of Acme Air Cargo, Inc., an int'l air freight forwarder. A veteran of the transportation industry Griffin is well equipped to serve Acme and The Air Freight Forwarders.*

*AFFA's vice president-mid west is executive vice president of General Air Freight. He is a former trucking executive and a former v.p. of Air Cargo, Inc. His name is* **Robert W. Hopes**

### AFFA's Objectives

**1.** Secure cooperative action in advancing the common purpose of its Members, foster equity in business usages, and promote and engage in activities and services aimed to enable the industry to conduct itself with the greatest economy and efficiency.

**2.** Establish and maintain an effective Code of Ethics, and assure the Members' adherence thereto.

**3.** Develop and sponsor an educational and public relations program designed to encourage the wide recognition of the merits of air freight and the services of the air freight forwarding industry.

**4.** Participate in legislative and regulatory matters and proceedings affecting the industry on behalf of its Members.

**5.** Promote the arbitration of disputes.

**6.** Encourage closer cooperation and better understanding between segments of the air carrier industry and with other industries and groups.

LIBERALIZED OPERATING authority, aggressive selling techniques, and an emphasis on total distribution have made air freight forwarding a big and profitable business.

In 1959, shippers handed over 2,946,275 shipments totaling 101,653 tons to the air freight forwarder. Gross forwarder revenues totaled $25,864,420.

Preliminary reports indicate that 1960 will be even better. Domestic statistics filed at The Civil Aeronautics Board, for the first six months of 1960, were running well ahead of 1959.

With some forwarders still unreported, six month domestic results indicated that 1,338,978 air shipments, weighing 26,535 tons had produced gross forwarder revenues of $3,122,656. The same statistics for the first half of 1959 showed 989,743 air shipments, 29,247 tons and gross revenues of $2,707,558.

Representing 18 of the largest forwarders in the U.S., the Air Freight Forwarders Association estimates that its members carried about 85% of the total forwarder tonnage recorded in 1959. As key officers in the Association and in their own forwarding firms, Thomas D. Griffin, AFFA president and Robert W. Hopes, vice president-midwest, have an intimate knowledge of air freight forwarding.

In a series of exclusive interviews with AIR CARGO in New York and Washington, they freely expressed their views on air freight forwarding in general and the Association in particular.

***AFFA Membership*** • Membership now totals 18. Two and possibly three new members are expected to swell the Association's ranks. With the two hottest prospects in the fold, AFFA would represent all the major forwarders in the U.S.

***International Ties*** • A lash up with a group of foreign forwarders is in the offing, and can be expected some time this year. A special AFFA committee has been studying possibilities. Exploratory talks have already been held.

The forwarders see several advantages to such a tie in. An international

# s Into Its Own | By DONALD J. FREDERICK

organization would have a much easier time approaching the International Air Transport Association. Similarly, U.S. forwarders would have that much more stature on Capitol Hill and at CAB.

Any joint U.S.-foreign group would probably present IATA with a program calling for: (1) elimination of the present specific commodity rate structure; (2) adoption of a system of weight breaks, similar to those that now exist in Latin America and the Pacific; (3) a mixed consignment rule if the specific commodity structure is continued; (4) free and reduced transportation; and (5) representation at IATA meetings on matters of mutual interest.

***Rates*** • The forwarders are optimistic.

Some of AFFA's membership interprets the coming special IATA cargo tariffs conference as a real breakthrough. It is pointed out that for the first time IATA is treating cargo rates at a separate meeting.

The special parley, scheduled for Paris on January 24, will take up the question of a major revision in North Atlantic tariffs. It was precipitated by three U.S. airlines—Pan American, Seaboard & Western and Trans World airlines. All favor sharp reductions in the present rate structure and elimination of several commodity rates.

They are opposed by a number of foreign flag carriers which favor adherence to specific commodity rates.

The forwarders feel that some lower rates will eventually stem from the talks. However there is some concern with the tentative rate structure proposed by the U.S. airlines. The forwarders feel the U.S. proposal, advanced at the IATA Traffic Conference in Cannes last October, would narrow their profit margin below a subsistence level at weights under the 9000 kilo level.

The U.S. proposal for a rate of 18¢ per ton mile for cargo charters has also upset the forwarders. They feel the rate is too high and will ease the forwarder out of the charter market.

Domestically, optimism is centered on CAB's fresh look at minimum air freight rates. The forwarders expect domestic rates to go down this year.

The willingness of some carriers to sit down for discussions on common rate problems is also considered a healthy sign. A special committee composed of AFFA members recently met with the Flying Tiger Line on the west coast to discuss rates.

***Joint Loading*** • The forwarding industry is expected to step up joint loading and pooling of shipments. A committee within AFFA has been set up just for this purpose.

Air Express International Corp.'s charter operation is viewed with special interest. Forwarder charters, both to and from the U.S., will probably spurt if rates remain static.

***CAB*** • The forwarders through their Association and the efforts of their able executive v.p. and counsel, Louis P. Haffer, have made themselves heard at the Board.

Of special concern to the forwarders is the Board's so-called "long look at the 25 mile rule."

The Board has used, as a rule of thumb, a radius of 25 miles from the designated point or airport as the area in which pick up and delivery may be offered in carriers' tariffs.

The forwarders want the area or terminal point interpreted broadly so they can expand their ground movements. They are certain the Board will loosen its current interpretation of an "air freight terminal area."

The Board is also expected to scrutinize carefully new applications for forwarding authority. The result—authorization will be harder to come by.

Legislation may be enacted which would require a finding of public interest before the Board could grant authorization.

***Code Of Ethics*** • It is no secret that CAB would like to see the industry adopt a workable code. AFFA is working to hammer out a code with teeth.

***Legislative Programs*** • The forwarders have launched an aggressive campaign on Capitol Hill. Guest speaker at the annual meeting last April was Representative Oren Harris (D-Ark.), Chairman of the House Committee on Interstate and Foreign Commerce. Harris was named "Legislative Man of The Year, 1960" by the Association.

Several bills will be dear to forwarder hearts during the next session of Congress.

Topping the priority list is a measure which would give the forwarders permanent certification. They are currently operating under temporary certificates issued by CAB.

Permanency is important because a number of the forwarders are planning to go public through stock offerings. Permanent certification, they feel, would make the public stock issue much more attractive to both the underwriter and investor.

The Association has also introduced a bill which would clarify a forwarder's status under the Federal Aviation Act. It would give the forwarder carrier status which means that the forwarder would have substantially the same rights and privileges accorded the airlines.

***Airline-Forwarder Council*** • The plan advanced by Haffer at last April's annual meeting has been slow catching on. The proposal called for a joint committee of representatives of the airlines and the forwarders to meet on a regular basis to discuss mutual problems. The foreign flag carriers have warmed up to the idea more than the U.S. carriers.

***Mergers*** • None in the immediate offing. But there is always the possibility of one forwarder buying out another. An important motive is personnel. Skilled employees in this baby industry are hard to come by. Some firms would like to merge just to get experienced personnel. There is a real need for training programs and seminars.

***What A Forwarder Does*** • A forwarder's job is to determine the most expeditious and economic routing for the shipper's freight. He turns a profit by consolidating a number of shipments to take advantage of volume

rates. The larger the consolidation the better it is for the forwarder.

### *Advantages To The Shipper*

• The forwarder lays claim to a personalized and expedited service. Usually through his own tracing service, he can follow a shipment door-to-door. The shipper can be apprised at any time on the whereabouts of his shipment.

A forwarder is not wed to any particular airline. Thus, if an airline experiences a mechanical or weight difficulty with a particular flight, the forwarder has the flexibility to switch the freight to the next available flight headed for the same destination, regardless of airline.

The forwarder provides one airway bill and single carrier responsibility for claims.

On overseas shipments, the international forwarders save shippers the documentation headache. Export declarations, licenses and documents required at the country of destination are all prepared by the forwarder.

In addition, the forwarder's agent or branch office abroad keeps the shipper abreast of the latest packing and documentary requirements.

***What Makes Him Tick*** • Basic to a forwarder's operation is a pick up and delivery service and an airport facility at which freight can be consolidated.

But if you ask a forwarder what he most wants in the new year, the answer will probably be—a good profit and the trained personnel to handle an expanding business.

Trained personnel are vital to an efficient forwarder. He must have drivers who know the best routing for a pick up, a dispatcher to receive freight and prepare waybills, a qualified accountant and sometimes a claims man to take care of damages. And of course, a good sales force is helpful.

International forwarders, with large branch offices, abroad, have the same personnel requirements at each large break bulk point.

***Foreign Branches*** • The trend is definitely toward the establishment of more foreign offices. The only alternative is to operate through an agent who is either paid a commission or a flat monthly retainer.

The large forwarders go for the branch idea, because they reason that an agent just cannot be expected to give the same service. In addition, they wish to maintain that personal touch with the volume shipper. The question which must be answered is, will the traffic pay for the investment? ■


**NORTH CENTRAL AIRLINES**

**AIR FREIGHT**

*At your service in 70 key Midwest cities*

• Fast, frequent, daily scheduled air freight service between 70 key cities in nine north central states.

• Connecting service with all scheduled air freight carriers to any destination, domestic or international.

For rates and complete information, call your nearest North Central office (see directory listing), or write AIR CARGO Dept., North Central Airlines, 6201 34th Ave. South, Minneapolis 50, Minnesota.

*Serving:*

| | |
|---|---|
| Minnesota | Indiana |
| Wisconsin | Iowa |
| Michigan | North Dakota |
| Illinois | South Dakota |
| Nebraska | |


## *AFFA Membership*

**ABC Air Freight Co., Inc.**
463 Tenth Ave.
New York, N.Y.

**Acme Air Cargo, Inc.**
2 Lafayette St.
New York 7, N.Y.

**Airborne Freight Corp.**
P.O. Box 631
International Airport
San Francisco, Calif.

**Air Cargo Consolidators, Inc.**
750 Third Ave.
New York 17, N.Y.

**Air Express International Corp.**
90 Broad St.
New York, N.Y.

**Air-Land Freight Consolidators, Inc.**
226 Jackson St.
San Francisco, Calif.

**Allied Air Freight, Inc.**
428 Ninth Ave.
New York, N.Y.

**Barnett International Forwarders, Inc.**
543 W. 43rd St.
New York 36, N.Y.

**Peter A. Bernacki, Inc.**
26 Broadway
New York, N.Y.

**Emery Air Freight Corp.**
801 Second Ave.
New York, N.Y.

**4-A Air Freight Corp.**
5719 N. Central Ave.
Chicago 46, Ill.

**Flete International Corp.**
99 Beekman St.
New York 38, N.Y.

**Flying Cargo, Inc.**
140 Cedar St.
New York, N.Y.

**General Air Freight, Inc.**
1003 W. Huron St.
Chicago 22, Ill.

**Hensel Bruckmann & Lorbacher**
6 State St.
New York, N.Y.

**Pan Maritime Cargo Service, Inc.**
232 Water St.
New York, N.Y.

**J. D. Smith Interocean Corp.**
53 Broadway
New York, N.Y.

**World Wide Services, Inc.**
152-70 Rockaway Blvd.
Jamaica 34, N.Y.

CAB

# Private Study Criticizes Board Processes

A report highly critical of the Civil Aeronautics Board has been released by the Bureau of the Budget. The seven-month study prepared for Budget by McKinsey & Co., private management consultants, favored wide changes in CAB thinking and philosophy. The report cites growing backlogs, a serious casework lag and a failure of CAB to properly utilize its 750 member staff.

A number of remedies were suggested.

To increase the Board's effectiveness, the management study recommended boosting the Board to seven members and establishment of "adjudication by panels." These would consist of two groups with three members in each. Their decisions would be final and would not be subject to appeal by the full Board. "Any item, however, could be submitted for consideration by the full Board either on the initiative of the panel, or on the request of the Board."

To insure continuity of experience the study recommended lengthening the chairman's term to three years and initiation by CAB of a study to determine the reasons for turnover of Board members. Shortness of the chairman's term denies him time to learn the complex operation and creates an unsettling atmosphere among the staff, the study found.

The McKinsey group called for reorientation of the Board's role to place greater emphasis on its responsibility for directing and appraising the efforts of its 750 members. Case-by-case adjudication would be minimized and more responsibility delegated to the staffs, particularly on so-called noncontested cases such as foreign permit applications, interlocking relationships, etc., the report noted.

The study group recommended lessening the Board's participation in adjudication by limiting its review in appeal only to cases involving major issues of policy and limiting its consideration of cases accepted for review to major points of law on major issues of policy, rather than trying the case *de novo*.

The McKinsey report contended that the Board is "unduly concentrated" in two activities of adjudication: economic matters, taking 65% of its time and international negotiation, another 20%. "This concentration of effort has denied adequate attention to other major responsibilities such as formulating substantive plans and policies, and planning the efforts and appraising the effectiveness of the 750-member staff, the report said. Complainants have charged that resulting backlogs and delays have denied justice in some cases and created economic penalties in others. "Our analysis confirms the validity of these criticisms," the report said.

Over the past five years, the number of dockets has increased an average of 20% each year and another increase is forecast for 1961. Backlog increased from 1164 cases in June 1956 to 1527 in June 1960. Accidents requiring investigation increased 25% from 1959 to 1960 and a 5% increase is predicted for next year, according to the report. Complexity of turbine aircraft has raised manpower requirements for investigations by about 80% (from 213 to 379 man days for accidents). In addition, there has been a four-fold increase of international negotiations from fiscal 1959 to 1960.

One of the major trouble spots, according to the report, is caused by unnecessary complexity of basic, or substantive, Board processes. The study called for "drastic changes" to reduce the present three to four year processing cycle. This, it said, could be partly accomplished by limiting the scope of formal processing to the retention of carriers to be awarded routes.

## *Eliminate Routine Chores*

Steps, the report stated, should be taken to reduce the number of routine requests, petitions and applications. In criticizing delays stemming from routine activities, the McKinsey report observed that "many of these findings could have been presented through establishment of blanket approvals, thus conserving the manpower now expanded on them; e.g., free and reduced transportation and charter exemptions."

More technically, the study urged: (1) reappraisal of the basic applicability of the formal processing procedure to each of the Board's major docket types and initiate changes to reduce the use of formal proceeding; (2) development of simplified formal processes for those docket types still requiring the formal proceeding. In other words, where commercial rates are involved, increased emphasis should be put on staff research, analysis and development of a tentative rate plan. At the same time, there should be decreased emphasis on adjudicatory hearings and more stress should be given to limiting the scope of issues now being formally processed.

The study noted also the executive director has functioned without "clearly recognized" authority in the face of much misunderstanding and resistance. To improve matters, the McKinsey group said, a full time Policy and Planning Staff of eight to 10 members, operating under the executive director, should be established. The PAP Staff would continually review the adequacy and effect of the Board's policy, evaluate "bottlenecks" and coordinate the review bureau and office short and long range plans.

## *Sweeping Changes Favored*

The study further recommended: (1) enlargement of the board secretary's responsibilities and transfer of the Dockets and Indices section to his office; (2) replacement of the Bureau of Air Operations with four separate units, titled Office of International Affairs, Bureau of Routes, Bureau of Rates and Bureau of Special Authority; (3) creation in the Bureau of Safety of a Project Manager staff section of three to four people. The Project Manager would be assigned to specific major accidents and see the investigation through to the end; (4) abandonment of the existing hearings and reports section and transfer its activities to Project Manager section; (5) review of the total enforcement workload of the Bureau of Enforcement at least annually to ferret out backlogs and to forecast year-ahead workload, and (6) creation of a small staff of technical assistants (2 to 4) to assist hearing examiners to analyze large economic cases and provide guidelines on the conduct of proceedings as an aide to the examiners and the public.

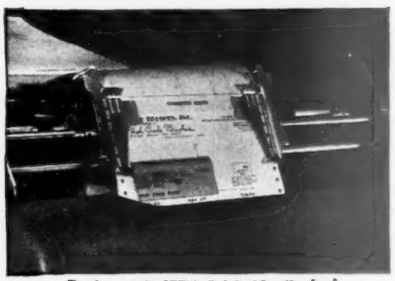
Because of the Board members' workload, the McKinsey report said, the Board should place primary responsibility for carrying out recommendations of the study to the executive director, who in turn would assign appropriate staff members to

# Address MULTIPLE SHIPMENTS without this COSTLY BOTTLENECK

**If you regularly address 5 or more cartons per shipment**

You might be shocked to find out how antiquated, repetitive methods in your shipping room are costing you money. Typing each label separately and attaching to carton is time-consuming —subject to frequent errors and mis-shipments.

## The Modern STEN·C·LABL* Systems PROVIDE A TWO-WAY SAVING...



Typing unit STEN-C-LABLS attached to continuous form on tabulating machine.

Addressing direct to PANL-LABL on carton is fast and easy.

### 1 As a by-product of office procedure

Your present method of preparing your invoices, orders, bills of lading or shipping papers can also prepare STEN-C-LABLS *at the same time.* Whether you use manual or electric typewriters, electric billing or accounting machines, slave machines or various magnetic tape and punched IDP systems, there's a STEN-C-LABL to fit your requirements.

### 2 By making unlimited impressions direct to cartons, labels or tags

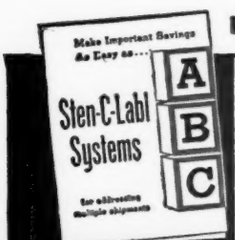
With handy squeeze-feed applicator, shipping department makes unlimited impressions direct to PANL-LABL printed on carton at no extra cost. Also addresses gummed labels and tags. Addressing is fast, neat, legible. Laborious, repetitive procedures are eliminated, preventing errors and mis-shipments.

**DURABLY MARKED AND PLAINLY LEGIBLE** at handling distance. A STEN-C-LABL address is sunproof and waterproof—becomes permanent part of carton. Reproduction is sharp and easy to read at handling distance.

**IF YOU HAVE A MULTIPLE SHIPPING PROBLEM**

(regularly addressing 5 or more cartons per shipment), you may be able to save thousands of dollars with STEN-C-LABL. Thousands of present users are making substantial savings every year with a STEN-C-LABL System tailored to their requirements.

**FREE BROCHURE gives full details!**




MAIL COUPON TODAY!

**STEN·C·LABL, Inc.**

AC-1, 1821 University Ave., St. Paul 4, Minn.

Yes, I'd like to know more about saving with STEN-C-LABLS.

NAME_____

COMPANY_____

ADDRESS_____

CITY_____ STATE_____

*Registered U.S. Pat. Off. The term STEN-C-LABL is the trademark and exclusive property of STEN-C-LABL, Inc. All STEN-C-LABLS are manufactured by STEN-C-LABL, Inc., St. Paul, Minnesota, under U.S. Patent No. 2,771,026. Other patents pending. Also available in Canada.


analyze the recommendations. Reports on progress should be filed 30 to 60 days after assignment, said the McKinsey group in a covering statement to the Budget Bureau.

The McKinsey report is strictly advisory and is not expected to have any immediate effect. The Board last month was expected to file its comments on the study with the Budget Bureau.

## Air Force Is Critical Of CAB Charter Proposal

The Civil Aeronautics Board's present policy of granting individual exemptions for military charter operations has been questioned by the Air Force. In a letter to Board Chairman Whitney Gillilland, Philip B. Taylor, assistant AF secretary, called upon the Board to adopt a more flexible policy.

In his letter, Taylor wrote that the Department of Defense "considers it important and essential, in the conduct of its business to have freedom of access to all air carriers as defined in the Federal Aviation Act and to solicit proposals for furnishing air transportation service to the Department."

More important, what DOD is after is some assurance that the carrier getting a military charter award will receive the award.

Under the present procedure, a carrier must apply to the Board for the necessary exemption authority after DOD has made the award.

Technically, CAB could then turn down the request. Commenting on this point, Taylor wrote: "Upon award of a contract or service order to any air carrier, the Department must know that air carrier has the legal authority necessary to perform the service in order to assure the orderly movement of government personnel and material."

As an alternative, the letter suggested that the Board may "prefer to accomplish any reviews it desires before the Secretary of the Air Force has determined that the specific contracts, as awarded, are in the interest of the national defense." Such a certification must be made to conform to the rules of negotiated contracting and the Air Force advised "once such a determination and finding is made by the secretary, it is non reviewable."

Although the letter was addressed to the Board chairman, the document was also intended to cover the currently pending Part 294 Repeal Proceeding which now allows the Board to grant blanket exemptions for domestic carriers.

In this connection, the Air Force warned that repeal of this section might establish Part 45 (contract) carriers as a preferred class in Logair and Quicktrans operations. Also advanced

## CAB's Minimum Load Standards

| Aircraft Type | Number of Passengers | Tons of Cargo For Convertible Aircraft | Tons of Cargo For All-Cargo Aircraft |
|---|---|---|---|
| DC-6 | 83 | 9 | 13 |
| DC-7 | 88 | 13 | 17 |
| L-1049 | 95 | 15 | 21 |

SINCE CAB considered its rates to be economical only in the case of a substantially full utilization of aircraft capacities on revenue trips, the Agency said it would employ the following minimum aircraft cabin load standards in reviewing applications for exemption to operate charters with the following aircraft types.

was the possibility that repeal of the exemptions would create new obstacles which might reduce the flexibility inherent in the present system. Original studies had emphasized the fact that although substantial savings could be achieved through the use of commercial airlines, "such savings could be consumed by high-cost airlift."

In view of the specialized services involved, the Air Force specifically urged that it be permitted to negotiate with any carrier interested in providing the service, and that the carriers be provided relief from tariff and rate provisions of the Act.

Meanwhile, in a letter to Secretary of Defense Thomas S. Gates, Jr., Board Chairman Whitney Gillilland, laid down the rate foundation which will govern the grant of military exemptions effective on or after March 1, 1961. Included were minimum rates for cargo services and a new minimum for passenger transportation.

The rates reflect the Board's concern over one way movements of both passengers and cargo. They will be: 14.5¢ per cargo ton-mile for roundtrip cargo services; 27.5¢ per cargo ton-mile for oneway cargo services; 2.9¢ per passenger-mile for roundtrip passenger services; and 5.2¢ per passenger-mile for one way passenger service.

CAB defined roundtrips as those which operate on two or more successive revenue flights, where scheduling permits immediate departures (within four hours) from points along the route except one turnaround point where departure may be delayed 72 hours after arrival terminating at last at the point of origin. Oneway trips, generally, would be those which do not meet these conditions.

For awards which specify transportation of passengers on one or more segments of the trip and cargo on one or more segments of the same trip, the Board said it would regard the movement as a "roundtrip service" and apply the 2.9¢ passenger mile rate if the trip otherwise meets the definition of a roundtrip service. "However, for the cargo ton miles on such a trip," Gillilland said; "the Board recognizes the lesser revenue load capacity of the convertible aircraft in these circumstances and a minimum rate of 19¢ per cargo ton mile will apply in recognition of the commensurately higher unit costs to the operator."

## Allied Asks To Participate In San Juan Rate Talks

In a letter to the Civil Aeronautics Board, Allied Air Freight, a New York based international air freight forwarder, has urged the Board to approve airline applications for discussions on New York-San Juan cargo rates. Four U.S. airlines—Eastern, Pan American, Riddle and Trans Caribbean airlines—have applications pending to discuss "the stablization of general and specific commodity cargo rates in the New York-San Juan market."

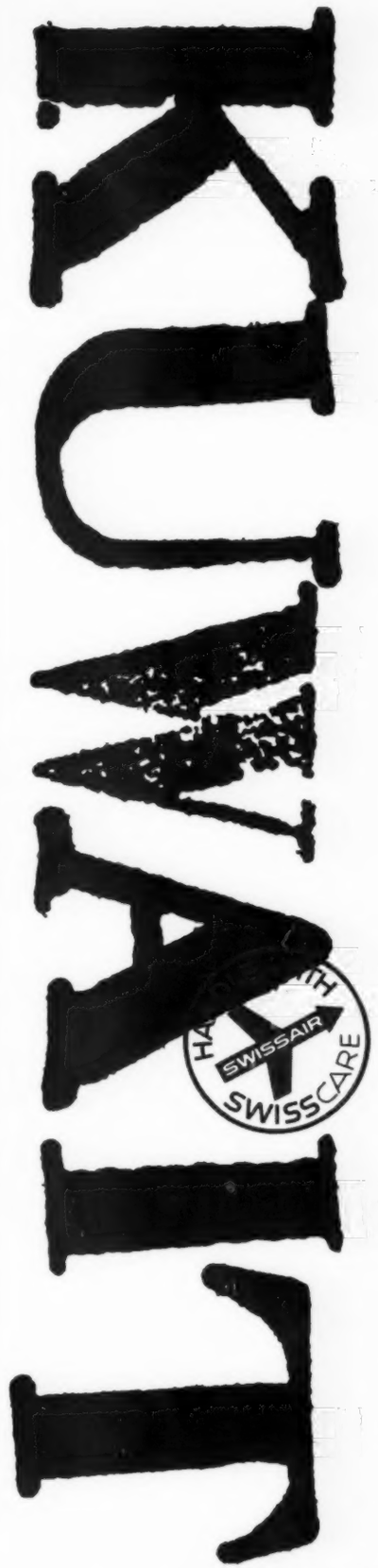
At the same time, Allied cited a "major concern" in those matters that would come under discussion and asked the Board for the authority to join in any airline rate talks. Describing itself as the largest single forwarder in the San Juan-New York market, Allied maintained that any rates or rate policy emanating from an investigation "would manifestly be, as the Board recognized, of over-riding concern to Allied."

## Board Chooses EAL For Sarasota/Bradenton

Eastern Air Lines has been chosen to provide additional service for the Sarasota/Bradenton, Fla. market by the Civil Aeronautics Board.

Concluding that the Florida points needed single-carrier and single-plane service to cities in the Midwest as well as to various other points, the board ruled it would not be wise to authorize more than one line to serve the point.

Eastern was chosen because, in the Board's words: "It offers Sarasota/Bradenton the most comprehensive air service pattern, the greatest volume of first single-plane and single-carrier service and has the greatest historical interest in the city's traffic."

... and 54 other cities are served by the global Swissair cargo network. Daily jet flights, plus all-cargo flights. Next-day delivery to all of Western Europe. Fast, frequent connections to Mid-East and Orient. Specify Swissair ... everywhere! Swissair, 10 West 49th Street, New York, N.Y. Offices in principal cities.

## New CAB Amendment Bars Improper Contacts

A new amendment added to Civil Aeronautics Board's principles of practice is intended to stamp out improper contacts with Board members and staff. The rule says it is improper for anyone interested in a case to bring pressure or influence on members of the Board or staff or to issue any public statement to the press, or radio, paid or otherwise, which would influence CAB's judgment in a case. The Board said that any breach of the new amendment might result in a denial of any relief requested by the violating party.

The amendment brings the Board's rules into play from the time an application is received, and from the time it is set for hearing. The change further provides that any oral or written communication to a Board member or staff member on substantive or procedural issues in a case shall be deemed a private communication and will be prohibited. Exceptions are provided in certain listed cases.

Inquiries on the status of case without a discussion of issues will not be considered communications on the merits and is permissible.

If a prohibited communication is received, CAB will place the offending document in the docket, but it will not be considered in reaching a decision.

Concurrently, the Board issued a notice of proposed rule making which is designed to save some of the time now consumed in oral argument. The proposal would withdraw from persons who are not parties to a proceeding the privilege of presenting statements and oral argument to the Board after hearing before the examiner is concluded.

The proposed rule would apply to Congressmen, who sometimes appear in droves at CAB's larger route proceedings. Also affected would be spokesmen for the Federal executive departments or agencies and state aviation commissions.

These parties, however, could continue to express their views to the examiner or the Board in route cases prior to the close of a hearing.

The Board has invited comments on the proposal. Views may be expressed by filing 10 copies of written data or arguments on or before February 3, 1961, with the Docket section, Civil Aeronautics Board, Washington 25, D.C.


SHIP NATIONAL

Airline of the Stars

Reserved Air Freight, Scheduled All Cargo Service

INCREASED LIFT CAPACITY BETWEEN

MIAMI
ORLANDO
PHILADELPHIA
NEW YORK

FOR WHATEVER YOU SHIP...

Machinery • Chemicals
Perishables • Soft Goods
Live Animals • Spare Parts

WORLD-WIDE AIR CARGO CHARTER FACILITIES

Call your Freight Forwarder,
Cargo Agent or National Airlines


## Carriers Reach Agreement On Caribbean Cargo Rates

A new set of minimum general and specific commodity rates between the U.S. and the Caribbean have been established for a period extending through May 10, 1961. The rates stem from an agreement adopted by members of the Caribbean Air Transport Association and have the Civil Aeronautics Board's blessing.

The agreement reflects a number of increases in general cargo rates amounting generally to 1¢ per pound. It ranges from 1¢ to 3¢ per pound for shipments in excess of 100 pounds.

Rates for shipments under 100 pounds are maintained at present levels except between Miami and Managua where the rate has been increased by 5¢ per pound.

Rates between Miami and San Jose were reduced by 4¢ per pound for shipments in excess of 5000 pounds.

Sharpest increase was in minimums. The general minimum charge per shipment was boosted from $4 to $6.

In addition to revalidation of a limited number of currently effective northbound specific commodity rates, the airlines named a number of additional rates from Miami and New Orleans to Managua, San Jose and Panama City.

CAB turned down several com-

modity descriptions set forth in the agreement. According to the Board: "they were not sufficiently definitive with respect to the articles to be rated there under and, in some instances, involved the use of abbreviations."

## Boyd Advances Cargo Views At Transportation Institute

The trunk carriers will utilize a large part of their remaining piston fleet for cargo operations and these operations will be vigorously promoted. This prediction was advanced by Civil Aeronautics Board Member Alan S. Boyd during a talk before the 14th Air Transportation Institute in Washington, D.C. Amplifying his statement, Boyd noted that more and more businesses are beginning to realize the value of central warehousing and limited inventories.

Boyd also predicted that the all cargo airlines would make great strides with new aircraft specifically designed for cargo movement. Said Boyd: "The CL-44, the Argosy, and the Hercules do not appear to be the final answer to the requirement of the all cargo carriers. They do, however, represent a very substantial intermediate step in the right direction. The joint efforts of the trunk and all cargo carriers to promote the transportation of cargo is bound to create a much greater public awareness which will result in an increasing flow of cargo through the air."

Commenting on the supplemental airlines, Boyd expressed the belief that as a class they would continue to operate. However, he did not venture an opinion as to the extent of their activities in the future.

# CAB BRIEFS

**New York Airways** has asked for authority to provide helicopter service between New York and Philadelphia. NYA said it would operate hourly flights between the downtown areas of the two cities if the Board approves the application.

**Trans-Texas** has been authorized to suspend service temporarily at De-Ridder, La.

**Delta Air Lines** has been authorized to suspend service temporarily at Kingston, Jamaica, until December 14, 1961.

**West Coast Airlines** has been granted authority to suspend service temporarily at Ogden, Utah.

# CAB CALENDAR

### JANUARY

Jan. 4—**Greensboro-High Point Service Through A Single Airport,** hearing, tentative (Docket 3496).

Jan. 9—**Chicago-St. Louis via Springfield or Peoria,** hearing, Washington, D.C., (Docket 11482).

Jan. 9—**Reopened Pan American Mail Rate Case,** hearing, Washington, D.C., (Docket 1706-A).

Jan. 10—**Frontier Airlines Segment 13 Case,** hearing, Washington, D.C., (Docket 11129).

Jan. 10—**Rutas Aereas de Columbia,** hearing, tentative (Docket 11885).

Jan. 17—**Reopened Erie-Detroit Investigation,** Washington, D.C. (Docket 9181).

### FEBRUARY

Feb. 8—**Re Suspensions of Service By Northeast Airlines,** hearing, tentative (Docket 8493 et al).

Feb. 28—**So. Rocky Mountain Area Local Service Case,** hearing, tentative (Docket 5395 et al).

**NEW YORK* • MIAMI • PANAMA • BOGOTA**
**LIMA • BUENOS AIRES • SAO PAULO • RIO**
*thru-plane service via Braniff-Eastern

**SAVE TIME** Your freight moves on a reserved basis at passenger-plane speed, over 600 MPH

**SAVE MONEY** Reduce inventories. Lower distribution and warehousing costs. Use less expensive packaging.

**All Braniff Flights** carry air freight, air express, and air mail. For swift, on-time delivery get in touch with your nearest Braniff office or freight forwarder.

Cargo Manager
Box 35001
Dallas 35, Texas

**BRANIFF**
*International*
**AIRWAYS**

Braniff serves more major cities in the U.S.A. and Latin America than any other airline.

# PEOPLE

**Alvin B. Beck** has been elected president of the Air Express International Corp. A 12 year veteran with the big forwarder, Beck has been instrumental in setting up many important AEI programs. Most recently, he provided the basic inspiration and initiative which went into the formulation and eventual operation of AEI's charter flights of consolidated freight.

Another key appointment at AEI moves **Arthur D. Hussey** up to the slot of vice president-administration. Hussey, who joined AEI in June, 1959, was formerly cargo sales manager of Pan American World Airways' Atlantic division.

In a move to expand and reorganize cargo sales and service, Braniff Airways has named **Charles Smith,** cargo sales manager. His newly consolidated department will include mail, express and freight.

Concurrently **Jack Woodruff,** a 15-year Braniff veteran, was appointed manager of airport cargo service. He will be responsible for coordinating ground handling activities in support of the cargo sales program.

Both Smith and Woodruff will be in charge of the development and improvement of all Braniff's cargo services.

Scandinavian Airlines System's new cargo manager in the New York district is **Jerome "Jerry" Trimboli.** He was formerly SAS' U.S. cargo sales representative.

**Lou Halleck,** Chicago district sales representative for Air France, has been appointed chairman of the air committee of the Chicago Transportation Club. In his capacity as chairman, Halleck, last month, supervised the annual Air Fair of the Chicago Transportation Club.

In line with a stepped-up cargo sales program, **Glenn Ensminger** has been appointed Philadelphia cargo sales manager for Sabena Belgian World Airlines.

**Randall T. "Chick" Holden** has been named cargo sales manager, American Division by Japan Air Lines. Holden, with offices in New York, will take charge of the overall cargo sales program in the American Division, including Canada and South America.

At the same time, JAL announced that **Matthew Guzik** had been tapped to fill Holden's former position of Chicago district sales manager. Associated with JAL since 1956, Guzik, for the last two years, has acted as JAL's cargo sales representative in the midwest area.

General Air Freight, has named two new officials. **S. N. Epstein** president of Shine-Phillips, Inc., a Hollywood, Calif. trucking company, has been elected vice president and director of General. He will take an effective part in directing the over-all policies and procedures of the New York based air freight forwarding firm, and in addition will direct operations in the western region.

The second appointment went to **Edwin C. Casserly** who was named General's eastern regional manager. He will have offices at New York International Airport.

**Thomas R. Anderson** has been named traffic manager and **William P. Rosso** assistant traffic manager of the Shatterproof Glass Corp. They will coordinate both domestic and international shipments as well as travel reservations for company personnel of the Detroit firm. Company officials noted the new appointments were made at a time when increasing sales and wider distribution put a heavy burden on shipping operations.

In conjunction with a major cargo sales effort in the south and southwest, Lufthansa German Airlines has added **Philip Eby** as cargo sales representative to its Miami staff. Eby has behind him ten years of cargo experience with Riddle Airlines, Continental Charters and a Florida freight forwarder.

The Air Traffic Conference has elected a new set of officers; The Conference is made up of top traffic and sales officials from the scheduled airlines in the U.S. Elected to top slots were: **William J. Mitchell,** Mohawk Airlines, president; **William L. Morrisette,** Eastern Air Lines, first vice president; and **C. Gordon Brown,** Piedmont Airlines, second vice president.

ALVIN B. BECK

CHARLES SMITH

JEROME TRIMBOLI

# Carrier Round-Up

The general offices and accounting department of **GENERAL AIR FREIGHT** have been moved from Chicago, Ill. to New York International Airport, Cargo Building No. 80. Phone number is OLympia 6-6450.

Weekly Boeing 707 jet flights between Israel, Europe and New York will be started by **EL AL ISRAEL AIRLINES** on January 5. Flights will be boosted to two weekly on February 19.

A resolution by **EASTERN AIR LINES** to extend air express service to Puerto Rico has gained the backing of the airlines' industry's air express committee. The carriers must now approve an amendment to the Air Express Agreement to authorize the extension.

For the second consecutive month, **AMERICAN AIRLINES,** in October, set a company record for domestic air freight volume. During October, American flew 11,201,000 ton miles of air freight for a 9% increase over the same month in 1959. Commenting on AA's air freight boom, G. Marion Sadler, the carrier's vice president and general manager said: Convenient schedules, including the inauguration of jet service to a number of new cities in recent weeks, has permitted cargo customers to ship when ready and to gain full advantage from the improved schedule pattern."

A travel agency has been acquired by the **AIR EXPRESS INTERNATIONAL CORP.** The big forwarder revealed that the agency, formerly known as Sutter Travel Service, is now operating as AEI Travel Service, Inc. The agency is located at 422 Market Street, San Francisco, California.

Third quarter 1960 figures showing a whopping 111.7% cargo volume increase over the same quarter in 1959 have been reported by **LUFTHANSA.** The German airline carried approximately 1,950,000 pounds of cargo over the North Atlantic in hitting the 1960 three month figure.

### *Correction*

The September traffic figures shown for Allegheny Airlines in the December issue of AIR CARGO, Carrier Round Up, Page 29, belonged to North Central Airlines, and should have been so labeled. AIR CARGO regrets the error and extends its apologies to both Allegheny and North Central.

Lufthansa noted that the Boeing 707 jet had promoted the buildup of its cargo operation, releasing L-1649A Constellations, formerly on the North Atlantic run to all-cargo aircraft. The carrier is now making eight to ten all cargo flights a week between New York and Germany.

Sharp gains in cargo ton miles were recorded by **CONTINENTAL AIRLINES** in the first nine months of 1960. In the nine month period, CAL carried 3,527,000 ton miles of air freight, 1,045,000 air express and 1,635,000 air mail. Corresponding figures in 1959 were 1,708,000, 519,000, and 1,015,000 ton miles respectively.

Service over several new routes has been inaugurated by **SOUTHERN AIRWAYS.** The carrier is now serving routes between (1) Tri-Cities, Tenn. and Huntsville, Ala. via Knoxville, Chattanooga and Shelbyville/Tullahoma, Tenn.; (2) Memphis and Nashville via Jackson, Tenn.; (3) Memphis and Tri Cities via Jackson, Nashville and Knoxville; and (4) Memphis, and Meridian, Miss.

**NATIONAL AIRLINES'** cargo shipments out of New York increased more than 125,000 pounds last October over the same month in 1959. The carrier reported that air freight to all destinations totaled 728,241 pounds, a 15% gain over October 1959, while air express climbed 12% to 117,769 pounds.

Among the shipments were baby chicks, aircraft engines and Christmas toys, many of which were destined for South America. NAL also shipped several thousand pairs of women's and children's footwear to Tampa, Fla., during October.

**JAPAN AIR LINES**, last month, flew a 7680 pound shipment of polio vaccine from San Francisco to Japan for the Charles Pfizer & Co.

Good gains in air cargo were chalked up by **THE WORLD'S AIRLINES** in 1959. According to statistics released by Sir William P. Hildred, director general of the International Air Transport Association, freight ton miles reached 1,193,000,000 for a 16% gain over 1958. Mail ton miles were up 11% to 323,000,000.

As an added convenience to the shipper, **IMPERIAL AIR FREIGHT SERVICE,** an international air freight forwarder based in Newark, N.J., has

... and 54 other cities are served by the global Swissair cargo network. Daily jet flights, plus all-cargo flights. Next-day delivery to all of Western Europe. Fast, frequent connections to Mid-East and Orient. Specify Swissair ... everywhere! Swissair, 10 West 49th Street, New York, N.Y. Offices in principal cities.

installed two way radios in all their pick up and delivery vehicles. Imperial claims this is the first system of its kind to be used by any air freight forwarder in the state of New Jersey.

Twice weekly DC-8 jet service between Rome and Johannesburg has been started by **ALITALIA AIRLINES.**

In addition, the carrier reported a record breaking cargo volume for October, 1960. Toppling all previous company records, volume in October exceeded the previous company record set in March 1960 by 27.6%.

In the first 10 months of 1960, Alitalia increased volume 61% over the the same period in 1959. Frank F. Turano, the carrier's U.S. cargo sales manager, attributed the gain to a greater recognition of Alitalia in North America as an intercontinental air carrier.

**PIEDMONT AIRLINES** has begun service to Frankfort, Kentucky.

Twice weekly Boeing 707 jet service between Los Angeles and London will be introduced by **BOAC** on March 2. The flight will be increased to three during the summer months.

BOAC is also flying two weekly turboprop Britannia flights between London and Libya.

Weekly DC-4 all cargo flights between Miami and Buenos Aires have been started by **INI AIRLINES.**

The Argentine carrier's new cargo flight leaves Miami at 2 p.m. Saturday and arrives in Buenos Aires on Sunday. Intermediate stops are made at Lima and Santiago.

INI's schedule was especially designed to give shipments time to arrive in Miami for the weekend service.

As an extra to shippers, INI has set up a special cargo arrival section in Buenos Aires which is geared to expedite customs clearance and interline connections for interior points in Argentina, Paraguay and Uruguay.

Viscount 800 all cargo flights are being flown by **OLYMPIC AIRWAYS** every Sunday between London and Athens. Previously, this all cargo service had been operated with Avro-York equipment. The new, turboprop Viscount freighter, on lease from British European Airways, substantially reduces flight time between London and Athens, and provides much needed cargo capacity.

Service to 12 cities in Michigan, plus Cleveland, Ohio, and Port Arthur-Fort William, Ontario, has been inaugurated by **NORTH CENTRAL AIRLINES.** The new points represent an expansion of North Central's system of 30%, increasing the routes flown to 6,900 miles. In all, 90 cities in 10 states and one Canadian Province are served.

The 12 new points in Michigan are: Traverse City, Muskegon, Alpena, Pellston, Port Huron, Pontiac, Flint, Saginaw-Bay City-Midland, and Cadillac-Reed City. Service to Manistee-Ludington will be inaugurated as soon as the airport project is completed.

Port Arthur-Fort William is served on two routes: one from Duluth-Superior, and the other from Houghton-Hancock. The service to the Ontario points gives North Central its first international operation.

A study on the reduction of inventory levels by using air freight has been completed by the market research department of **EMERY AIR FREIGHT.** The study was done on a today basis —what is being done now, not what can be done in the future.

For a copy of the report, write Emery Air Freight, 801 Second Avenue, New York 17, N.Y.

**OZARK AIR LINES'** new insignia, the stylized "three swallows" was selected as the most outstanding trademark of 1960. The award was made at a national exhibition held at Palo Alto, California by *The Journal of Commercial Art,* a national trade magazine.

A one-day company record for freight movements was established by **UNITED AIR LINES** on December 7. Setting the record, UAL aircraft flew a total of 368,100 freight ton miles, up 3% from the prior peak of 357,200 ton miles set on April 13, 1960.

**EASTERN** and **UNITED AIRLINES** have each ordered 40 Boeing 727 jets.

The Boeing 727 is a short to medium range transport. Boeing said the order is believed to be the largest transaction in the history of the transportation industry. Deliveries to both airlines will begin in late 1963.

The first 20 planes of United's 40 plane order are a firm contract. The second 20 automatically become firm either when the proposed Capital-United merger is consummated or upon achievement of certain "projected financial ratios" by UAL. The 727s will be flown by United on routes now being served with piston equipment.

Eastern said that the addition of the Boeing jets to its fleet will make available turbine-powered equipment on all of its routes, both short and long range.

# New Products and Processes

AT LOCKHEED, the RAMAC 305 (center) is flanked by two teletype receivers. One monitors incoming messages. The other monitors the computer's answers. The box at the far right is an automatic selector which scans the network and automatically activates remote transmitters, accepting one message from each station, in rotation.

## TELautograph With RAMAC Gives Answers Automatically

A system for making inquiries to electronic computers and receiving answers, even over great distances, has been developed by the TELautograph Corporation, Los Angeles. In the prototype, this system uses standard components of Olivetti teletypewriter equipment linked to an IBM RAMAC computer.

Raymond E. Lee, TELautograph president, said that the production prototype has already proven itself in more than three months of operation at the California Division Plant of the Lockheed Aircraft Corp., in Burbank, Calif.

Lockheed uses the system to keep track of job status information which must be readily available to people scattered all through production and planning control. The Lockheed system has five inquiry stations. However, any number of stations could be established. According to Lee, it is entirely feasible to connect a computer located in Los Angeles with remote operations in San Francisco, Chicago and New York.

In the RAMAC center, a TELautograph Search Unit alerted by the remote control transmitter scans the input stations accepting messages alternately from each. In this way, those stations which generate relatively few inquiries have equal opportunity for access to the computer.

Inquiry to the computer center is through an Olivetti T2CR receiver equipped with a T2PF reperforator. This unit presents messages on a typed hard copy and simultaneously prepares a standard five channel punched paper tape suitable for direct entry into RAMAC.

RAMAC locates the information and provides the answer which is routed through a TELautograph Translator. This equipment accepts the answer in computer code, translates it to standard telegraphic code, and automatically causes a five-channel paper tape to be punched and transmitted back to the inquiry station.

Lee believes the new inquiry system will open new areas of computer usefulness for many concerns, and particularly those in sales and distribution activities. Acting as a link between field sales offices and a centrally located computer facility, the system will permit remote order entry with automatic processing of all paperwork; inventory and shipping information; and return the answer to the field office—quickly and economically.

For more information on the new system, contact TELautograph Corp., 8700 Bellanca Avenue, Los Angeles 45.

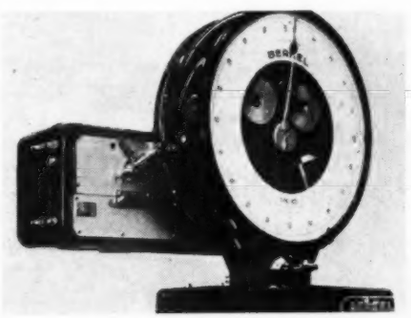
## Electronic Scale Prevents Weighing Errors

An electronic weight recording device which guards against human error and scale inaccuracies is being marketed by a Dutch manufacturer through the Netherlands Trade Commission. The apparatus automatically records weights on a continuous tape. At the same time, weight tickets—singly, in duplicate, or in triplicate—are imprinted with the date, weight, serial number, and code.

The unit is also available with a *tele-weight* adapter for transmission of the information to comptometers and accounting machines, or to punch card systems.

The manufacturer, Maatschappij Van Berkel's Patent N.V. of Rotterdam, offers the device for manual, electric, or remote control operations.

In either the electric or manual models, weight can only be recorded when the pointer is perfectly still. This prevents premature, careless, or deliberate misprintings.



The entire weight-recording apparatus is sealed in a cabinet to provide protection against dust and moisture. As an added protection, a heating device may be installed to eliminate internal condensation.

For additional information, write to the Netherlands Trade Commission, 551 Fifth Avenue, New York 17, N.Y.

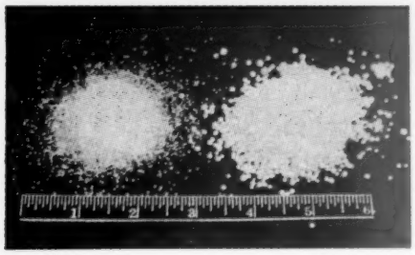
## Plastic Packaging From Dow Chemical

A series of three plastics developed by the Dow Chemical Company show much promise for use in the packaging field.

The three, all with names registered by Dow, are: Styrofoam, Ethafoam, and Pelaspan. All three products possess excellent qualities as insulating material.

Styrofoam, expanded Polystyrene is

*(When requesting information, please mention Air Cargo Magazine.)*



familiar to many people because of its use in decoration, particularly at Christmas time. The ability the material has to be carved into decorative shapes makes it ideal for use in packaging instruments and delicate glassware or electronic components. In some applications, styrofoam is used as separators and serves to cushion heavy things.

Pelaspan, expandable Polystyrene, consists of tiny plastic beads which can be foamed (expanded) into any desired shape. Irregular shapes, or narrow openings pose no problem to the Pelaspan beads, which range in size from .8 to 1.5 MM in diameter. The beads can be foamed after being poured into place.

Ethafoam, expanded Polystyrene, is a flexible plastic, extremely lightweight, but with a high degree of resiliency. Although flexible, the material retains enough rigidity to protect packaged materials.

All three of the plastic materials are bug and mold proof. None absorb water.

For further details on any of these products, contact Dow Chemical, Plastics Department, Midland, Michigan, or any Dow sales office.

## Waybill Processing By Machine

A freight waybill processing machine has been ordered by Ryder Truck Lines of Jacksonville, Florida. Ryder is one of the largest trucking concerns in the country, and recently, a division of Ryder took over as the cartage contractor for the scheduled airlines in Miami, Fla.

The new waybill processing device, called the Rabinow Universal Reading Machine, reads lines of typewritten information at the rate of some sixty waybills per second. Then, the RUR machine feeds this information directly into Ryder's high speed computer.

Waybills will be typed in the Ryder branch offices, and after delivery of shipments, the waybills will be sent to the Central Billing Office in Jacksonville where high speed reading, computation and billing will be done automatically.

It is expected that the RUR will enable Ryder to render fast, accurate waybill invoicing from a central operation point at a substantial saving in costs over present methods.

For further information, contact Rabinow Engineering Co., 7212 New Hampshire Ave., Washington 21, D.C.

# TECHNICAL LITERATURE

## Meyercord Offers Directory On Transfer Nameplates

A booklet to aid in the specification and purchase of decal transfers for specialized applications is being offered without charge to interested persons or firms by The Meyercord Co. Called, *Directory to Quality Transfer Nameplates,* the publication explains differences between Decal types. Details are also included on the newly developed Meyercord Dri-Mark nameplates for dry, pressure sensitive, application.

For a copy of this directory, write to The Meyercord Co., 5323 West Lake Street, Chicago 44, Illinois.


**(Classified)**

Commercial Pilot: SMEL, instrument, USAF trained, A & E experience, age 26, married, resume on request. Box 98, AIR CARGO MAGAZINE, 1001 Vermont Ave., N. W., Washington 5, D. C.


# ON THE DOCKET

**JANUARY**

**Transportation Association of America,** Annual Board and Membership Meeting and National Transportation Institute, Chicago, Ill., Jan. 17-18.

**Association of Local Transport Airlines,** Annual Meeting, National Aviation Club, Washington, D.C., Jan 23-24.

**International Air Transport Association,** Cargo Tariff Conference, Paris, France, Jan. 24.

**FEBRUARY**

**4th Annual Midwest Work Course** on Materials Handling Analysis, University of Kansas Extension Center, Kansas City, Mo., Feb. 27-Mar. 3.

**APRIL**

**Air Freight Forwarders Association,** Annual Dinner and Convention, Waldorf Astoria Hotel, New York, N.Y., Apr. 7.

## Advertisers' Index


| | |
|---|---|
| Air France | 10 |
| Alitalia Airlines | 36 |
| Atlantic Transfer Co. | 12 |
| Braniff International Airways, Inc. | 29 |
| British Overseas Airways Corp. | 35 |
| El Al Israel Air Lines | 19 |
| Hawker Siddeley Aviation Div., Armstrong Whitworth Aircraft, Ltd. | 3 |
| Irish International Airlines | 32 |
| Japan Air Lines Co., Ltd. | 8 |
| KLM Royal Dutch Airlines | 14 |
| Lufthansa German Airlines | 2 |
| CMA—Mexicana de Aviacion | 34 |
| National Airlines, Inc. | 28 |
| North Central Airlines | 24 |
| Railway Express Agency, Air Express Div. | 4 |
| Sten-C-Labl, Inc. | 26 |
| Swissair | 13, 27, 31 |
| Trans World Airlines Inc. | 6 |
| United Air Lines, Inc. | 1 |



FROM
CHICAGO · LOS ANGELES
SAN ANTONIO · DALLAS

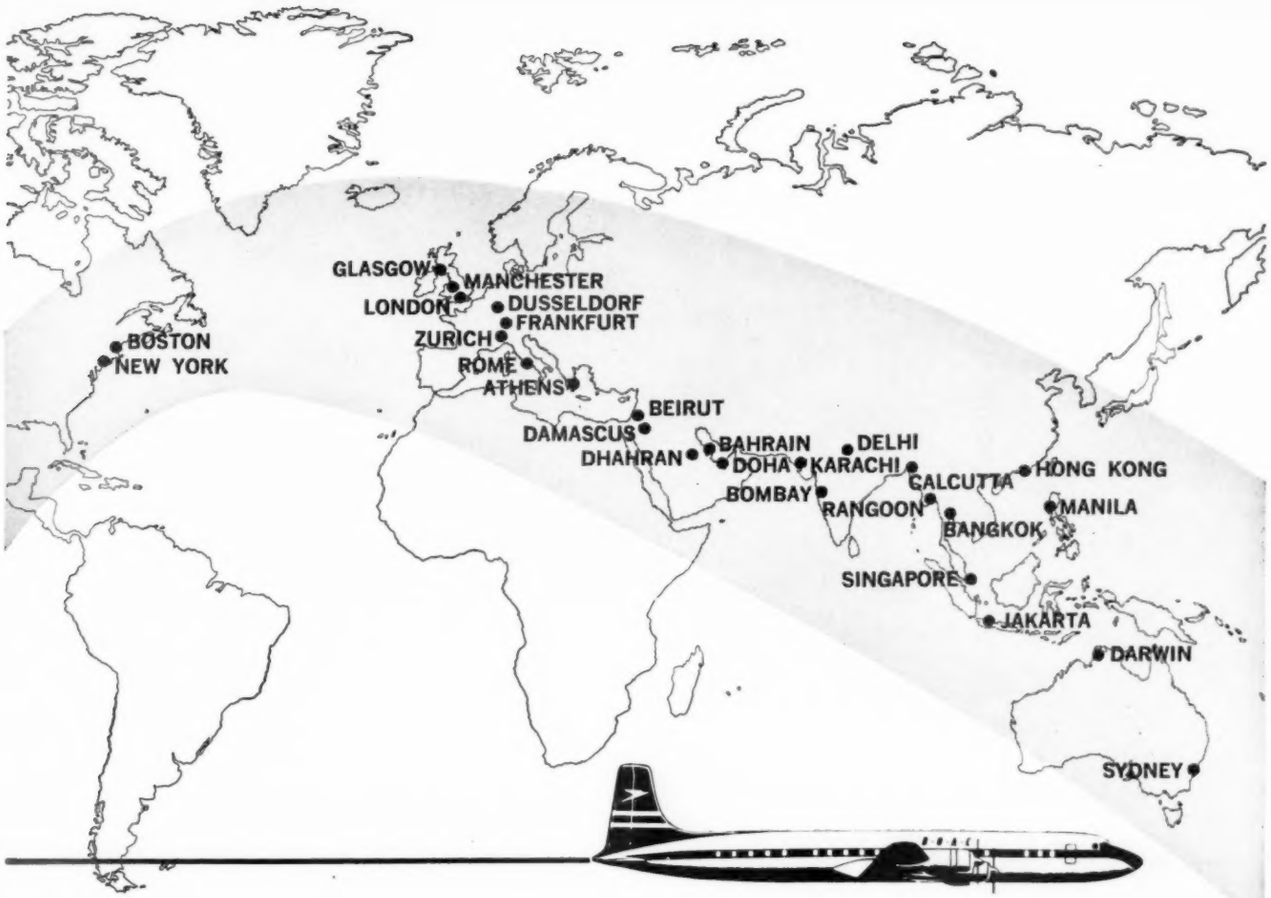
*the only* **jet** *cargo carrier to* **mexico**

Ship MEXICANA nonstop Mexico City . . . direct connections to 24 key cities. Also piston flights Los Angeles and San Antonio to Mexico City.

Call your Freight Agent or

**MEXICANA** AIRLINES

CHICAGO HA 7-2585 • LOS ANGELES MA 4-2851
NEW YORK PL 7-8866 • SAN ANTONIO CA 5-6383
SAN FRANCISCO EX 7-5250




# BOAC Introduces...
# New "Large Door" All Freight Services To London, Glasgow, Manchester

**Connecting with BOAC's* All Freight services to Europe, Asia and Australia.**

You can *depend on* BOAC's new all-cargo transatlantic flights...to London, Glasgow and Manchester.

For one thing, there's the personal attention BOAC gives. Then, there's the "large door" in the aircraft to accommodate shipments large and small. BOAC can fly 'most anything, 'most any size, 'most anywhere.

**B·O·A·C** TAKES GOOD CARE OF YOUR CARGO

*In association with Air India, BEA, MEA & QANTAS

# New Alitalia DC-7F flights, to Shannon, Milan, Rome, Tripoli, Beirut, Teheran*

Now the fastest All-Cargo flights to these destinations are via ALITALIA DC-7F! Your cargo leaves New York every Wednesday at 11:00 PM, and Saturday at 6:00 PM, permits connections with flights from all other U.S. cities.

ALITALIA'S DC-7F can carry up to 32,000 lbs. of almost any type of freight. Also offers the most modern cargo equipment—pressurization and temperature control for livestock and perishables... largest doors—78½"x124". Reserved space on all flights—including daily Alitalia Jet Cargo flights—insuring prompt delivery to all destinations.

**Teheran subject to government approval*

*For Boston & Benghazi, call your local ALITALIA office.*

**ALITALIA AIRLINES**

*As far as cargo goes... Alitalia goes all the way!*

For flight schedules and rates, contact an expert—your Freight Forwarder or ALITALIA, Airfreight, 666 Fifth Avenue, N. Y. 19, N. Y.